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Southern Pacific Bulletin

F. Q. TREDWAY, Editor

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FIFTY-EIGHT years ago Central Pacific track gangs were working feverishly to thrust their rails farther and farther east. May 10, 1869, having laid ten miles of track the day previously, they met the Union Pacific and the rails were joined. The first transcontinental railroad line became a reality.

The story of the building of that first line is an epic of a virile new country, possessor of rich but untapped resources, and peopled by bold and fearless men who dared much and accomplished greatly. The builders of this line were of the West and they performed a feat the more astonishing because of the conditions of the time. We are fortunate that our history and traditions come from them. We may be proud that the work we are carrying on was started at their hands.

THE early builders of Central and Southern Pacific probably gave little thought to the fact that they were carrying out a great work. Perhaps they did not recognize that fact. No doubt they went their way doing what was to be done, making and carrying out plans, meeting and overcoming difficulties, encountering and solving problems, in much the spirit and frame of mind that we carry on our work today.

But there is inspiration to oneself in doing big things, and a satisfaction in a modest awareness of the scope and proportions of the work in which we have a part. Though there was a romance and color in the events and accomplishments of those pioneer times which may be missing in the more complex and involved existence of today, we need not overlook the fact that we of the West and of Southern Pacific are, in our day and time, performing large works and carrying out projects that are in no wise diminutive in comparison with what was done a half century ago.

The West was very young in 1869. It is young today. The difference is only relative. The development and progress that is to come, based on what we are doing today, will be just as great as that which has gone on since the driving of the golden spike in 1869.

In the past three years Southern Pacific has carried on and completed three great construction projects at widely separated points on the Pacific Coast—our Cascade Line, our new line in Arizona, and the completion of the line down the west coast of Mexico. The last named was finished April 15 and through passenger trains immediately started operation between Nogales and Guadalajara. April also saw the inauguration of fast through train service over the Cascade Line.

These are outstanding accomplishments, but the tasks performed in carrying on the regular operations of the railroad—the transporting of tens of thousands of cars of fruit to eastern markets, the defeating of time and distance with luxurious passenger trains—fail of the extraordinary because they are usual and are accepted as such.

Without detracting from what our predecessors did, we may find stimulus in the thought that we are engaged in a work that is lasting, that is large in import and proportions, and is very well worth while.

THE American Railway Association is sponsoring a nation-wide essay contest on the subject, "Cross Crossings Cautiously," each essay to be limited to a length of 250 words. Three cash prizes of $250 each are being offered for the best essays by grammar school students, high school students and college students.

As there are thousands of grammar, high school and college students in the families of Southern Pacific men and women, it would seem that this contest should have a particular appeal to them.

The word "safety" is a prominent one in Southern Pacific's code of operation and Southern Pacific people are safety-minded. Their children can contribute some worthwhile essays in this competition.

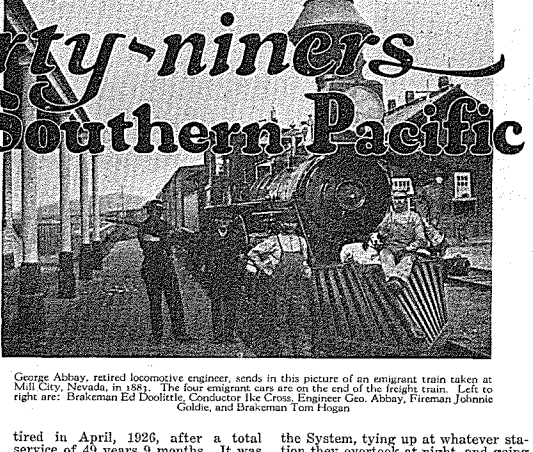
Here's hoping that Southern Pacific is represented among the prize winners.

AN endorsement to the Courtesy Essay by Lloyd Phillips is received from J. E. Granger, electrician at Los Angeles Shops, who says: "Consideration for others is supremely important in promoting safety work. Thoughtfulness for your fellow worker is an aid to preventing accidents and helps to build up efficiency by creating an atmosphere of understanding and confidence among the employes."

"Men may work under conditions of oppression and compulsion, but CREATIVE WORK is peculiarly the product of an unfettered, confident mind."—Rotary Club's weekly.

"If you don't feel that your work is interesting, it is a pretty sure thing that your results will not be, either."—War Cry.

Forty-niners of Southern Pacific



George Abbay, retired locomotive engineer, sends in this picture of an emigrant train taken at Mill City, Nevada, in 1881. The four emigrant cars are on the end of the freight train. Left to right are: Brakeman Ed Doolittle, Conductor Ike Cross, Engineer Geo. Abbay, Fireman Johnnie Goldie, and Brakeman Tom Hogan

By ERLE HEATH
Associate Editor

SOUTHERN PACIFIC is proud of its 49ers—the men who served in various branches of the railroad for almost half a century—the same as every Westerner holds admiration for the sturdy pioneers of '49 who journeyed from all corners of the world to seek their fortunes in the gold fields of California.

Just as the California pioneers laid the foundations for the institutions of a great state, so did the Southern Pacific 49ers take their places in the ranks of early day railroaders and add their efforts to the development of the transportation organization that has meant so much to the growth and prosperity of the West.

Much has been written from time to time in the Bulletin about the veterans who served the Company for fifty years or more. Now we will focus our spotlight on those pensioners now living who were retired after continuous service of between 49 and 50 years.

Howard Stillman is one the those whose length of service was within the 49-year mark. During a vacation from the University of California in the spring of 1874 he took a job as chainman in a construction gang under E. E. Phelps. The same job was held during the next summer vacation and for a short time he was a junior draftsman in the office of Chief Engineer Geo. E. Gray.

After his graduation with the class of '77, young Stillman went to Sacramento shops as a machinist. There he launched on his continuous railroad career that terminated in April, 1924, while he was mechanical engineer and engineer of tests in the office of the general superintendent of motive power at San Francisco. He had been engineer of tests since 1893 and was assigned the added duties of mechanical engineer in 1906.

For a year he was a machinist and then went to the drafting department. After eight years as a draftman he was promoted to master mechanic at Tulare in 1888, which position he also held at Dunsmuir until appointed engineer of tests in 1893. Few men in the organization possessed the mechanical knowledge of Howard Stillman, who, since his retirement, is living in Berkeley, Calif.

Clarence R. Estabrook represented the Company for 25 years as agent at Pacific Grove before he was retired in April, 1926, after a total service of 49 years 9 months. It was at Keene, now Woodford, on the San Joaquin Division, that he commenced his long service as an agent and operator in July 1876. He was later at Niles, Brentwood, Sargent, Santa Margarita, Salinas, and Del Monte Junction before taking charge of the station at Pacific Grove, in which city he still makes his home.

"The 'Fifty-Year Boys' have been given much space in the Bulletin and I envy them their service," writes George Abbay, locomotive engineer now living at Susanville, Calif., who retired in May, 1923, after a service falling short four months of the half century mark. "As I look back over the years since I started firing out of Wadsworth in 1873 and was a little later promoted to running the switch engine 'Goliah,' a wood burner, and doing my own firing for $3 a day; and so on up through the administration of fourteen superintendents, I note step by step the splendid progress made by the Company, and I regret that I was not able to continue on at the throttle to have my name recorded for longer service."

Emigrant Travel

Abbay handled many emigrant trains over the Salt Lake Division during the early days, a picture of one appearing on this page. "That was the popular way of traveling," he says, "in the days when there was only one passenger train each way daily. The two-passenger trains carried the Silver Palace Sleeping cars of the Central Pacific, but the rates were rather high and many chose to travel in the emigrant cars attached to the end of freight trains.

"It will interest the younger railroaders to know that we used to be paid about every sixty days. Paymaster Hanford took his pay car over the System, tying up at whatever station they overtook at night, and going on the next day.

"As a tribute to the Company, I would call attention to the safety work, the excellent hospital service, the Group Insurance, apprentice schools, and the Pension System, which stand out as distinctive features the Company has instituted for the benefit of employes. I have seen them all start from small beginnings until today they stand as dependable institutions."

Henry S. Lincoln, formerly statistician in the General Freight Department, is one of the most widely known of the General Office veterans retired in recent years. When he left active service in May last year, he closed a railroad career of 49 years 8 months, all of which was spent in the San Francisco district. He started in 1876 as a clerk in the Freight Auditor's Office, where he remained until 1889, when he transferred to the Freight Traffic Department. He was appointed assistant freight auditor in 1903 and three years later became statistician. During 1910 and 1912 he was assistant to vice-president of Traffic Department. Mr. Lincoln is now living at Santa Barbara.

David Hickey writes from Ogden that he is "enjoying good health and expects to continue to receive the pension privileges for some time to come." Mr. Hickey retired as master mechanic of Salt Lake Division in December, 1924, a position he had held for 17 years. His long service was about evenly divided with the Union Pacific and Southern Pacific, starting as a machinist at Laramie in May, 1875. For six years he was an engineer before being promoted to district foreman. He came to the Southern Pacific in 1900 as roundhouse foreman and became general foreman at Ogden in 1904. For a short time he

was division foreman located at Salt Lake City, before being promoted to master mechanic in 1907.

"In the early days when I was a fireman and engineer out of Laramie," he recalls, "it was an every-day experience to see large herds of antelope, elk and other game grazing on the prairies. While Indians made frequent rides into the valley of the 'Little' and 'Big' Laramie, we, on the railroad, were never disturbed at that time."

When a lad twelve years old, Elon L. Warner rode horseback across the plains accompanying his parents to the West in 1865. The family located in Oakland, and, in 1874, Warner took a job as brakeman on the Oakland and Alameda local trains, working with Conductor Ames. Two years later he transferred to baggage service, and during the greater part of the remaining 47 years of his service he was located at the Ferry Station in San Francisco, where he cared for the wants of many thousands of travelers passing through that famous terminal. For short intervals he was train baggageman out of Oakland Pier. He retired in January, 1924, and is now living in Oakland.

Initiating a "Brakie"

"I'll never forget the first trip I made on a freight from Oakland Long Wharf to Sacramento in '77," he says. "The train was in charge of Conductor 'Billy' Gardner, with Joe Thompson, Billy Morris and myself as brakemen. All hands joined in to give the new brakeman a real initiation. I nearly broke my back with work before we reached Sacramento in sixteen hours, for I was determined not to let them get the best of me.

"I was put on the head end where the cinders were the biggest and the smoke the blackest. I came in for the biggest share of the work at way stops, and when we reached Ellis I was introduced to the coal bin. Here we had to fill 45 or 50 boxes, which weighed about 200 pounds, with coal and carry them up a gang plank and dump them in the tender. The whole crew stood and watched me stagger along under a sack of blacksmith coal at Lodi. By the time we reached Sacramento I could comfortably wear a good-sized cinder in my eye and inhale many yards of coal smoke. Patent couplers, air brakes and fuel oil have done much to take the drudgery out of the brakeman's job."

William B. "Barney" Ray probably figured in handling more train movements during his long service than any other man in the service. For 47 years he was located at various places in the vicinity of Oakland Pier as switch tender and towerman, and at the time of his retirement in December, 1924, he was chief towerman at Oakland Pier, where is located one of the country's busiest interlocking plants. When he started work in the tower in 1893 there were 40 levers in the plant, now there are 151 kept constantly busy regulating the smooth flow of steam and electric train movements into and out of the terminal.

"Barney" started as a brakeman on the Sacramento Division in May, 1875, and in the following year transferred to Tulare, where he suffered the loss of his left hand in an accident while coupling cars.

Two months after the old Central Pacific line was linked at Promontory in the first transcontinental railroad, William B. Smith went to work as a freight clerk at Truckee. He remained there for two years, except for a short interval at Sacramento. Then he transferred to Oakland Long Wharf, where he was a clerk for eight years and freight agent for fourteen years. From 1894 he was located at Oakland Pier and the Ferry Station as ticket collector, where he was a familiar figure to thousands of commuters across San Francisco Bay. He was retired in 1919 and is now living in Oakland.

Worked Way on Ship

John W. Wright left his home in Ireland in 1873 when he was 17 years old and took a job on a sailing vessel to earn his passage to California. After a long trip around Cape Horn, he arrived at San Francisco in August of that year. With a $2 advance on salary, he "jumped ship" and set out for the gold fields. He got as far as Sacramento, where he heard he might get work with the Central Pacific railroad and a few days later was employed as a wood watchman at Rocklin. This job lasted a couple of weeks. Then he was brakeman for two days before going out on the road as fireman. He was promoted to engineer in 1879 and his first locomotive was the "Gorilla," No. 86. For thirteen years he handled passenger trains over the "hill" before transferring to the "valley" runs between Gerber and Sacramento. He was retired in January, 1923, and continues to make his home at Sacramento.

Shopman in '68

During the more than 49 years John Burke worked at the Sacramento shops he saw the gradual development that took place in the size and power of locomotives. "I was fifteen years old when Master Mechanic M. W. Cooley put me to work in the old boiler shop," he says. "The shop was just a shed affair in 1868. Locomotives were then being shipped around the Horn and assembled at Sacramento. I recall the enthusiasm that was always manifested when one of the little engines arrived and the care that was exercised in setting them up. It was along in the '70's that we started building some of our own locomotives. I had a job of making staybolts and crown bar bolts. Charlie Shields, the boilermaker foreman, was mighty particular to see that every staybolt was a perfect fit." He was retired as gang foreman in January, 1918, and is now living at Sacramento, where he keeps up acquaintance with the few remaining veterans of his day now at the shops.

It was on one of the famous old Silver Palace Sleeping cars of the Central Pacific that Harry K. Cowes began his service as a porter in June, 1873. "There are not very many old timers living," he says, "who railroaded with such men as Homer Bishop, cook on Governor Stanford's car; Mac. Montgomery, cook on C. P. Huntington's car; Percy Jones, on J. C. Stubb's car; Chas. Anderson, and a host of others who have turned their last wheel.

"I remember once when Mr. Huntington and Mr. Towne were visiting the Carbonado coal mines, us boys were told we could go down into the mines. I took a look out of the car. The mine opening looked about as big as a barrel and it had to be reached in a cable bucket. I refused the trip with 'thanks' for I have always been a firm advocate of 'safety first.'"

Harry was retired in December, 1922, while working as a red cap porter at Oakland Pier, and is now living at Allensworth, Calif.

Led Dump Cart Team

"I was raised in the little mining camp of Dutch Flat up in the Sierra Nevada Mountains," Robert Gifford, veteran passenger conductor of Los Angeles Division, writes from his home at Hollywood. "In the summer of 1865, when I was 12 years old, I started out one morning and walked to Gold Run, about four miles, where the Central Pacific was grading for its first rail lines. Coming to a cut where a large gang of men were working, I asked the foreman for a job and was put to work leading two horses pulling dump cars from the pit to the dump. I worked for three months on the grade between Emigrant Gap and Gold Run for 75 cents a day and board.

"About the first week in each month Charles Crocker would come along the grade on a sorrel horse with two large leather bags attached to the saddle horn. He would ride into the pit and call out the names of the men, and each one would step up and get his pay in gold or silver.

"The locomotives were tiny in those days, but still they were regarded in awe by everyone. One day the 'Grizzly Bear,' a small ten-wheeler, struck a cow on a fill just east of Dutch Flat station. The engine was derailed and rolled to the bottom of the fill. Hundreds of people came from the mining camps to see the 'monstrous piece of iron' laying there on its side, and doubt was expressed that it could ever be put back on the tracks."

Gifford went back to school at the end of his summer's work and did not again enter railroad work until 1874, when he started braking at Carlin. Later he was switchman and yardmaster at Winnemucca. Sickness in his family caused him to transfer to Tucson in 1880, where he was brakeman, conductor and yardmaster. In 1886 he went to the Los Angeles Division, where he was retired as passenger conductor in July, 1923.

"Retired" but not "tired" is the way Arthur J. McKay sums up the situation in his case. Starting as a wiper at the Sacramento roundhouse in August, 1876, and then fireman on that division, he was later an engineer for 19 years on the Tucson, El Paso and Sacramento divisions, before being appointed an inspector in the General Manager's Office. At the time of his retirement in December, 1925, he was a collector at Oakland Pier.

He was living in Stockton in 1869 and recalls the celebration that took place on the day the "last spike" was driven at Promontory. "All the big bells and steam whistles in the city joined in one grand chorus," he says. "The celebration lasted with more or less vigor from 10 A. M. until 4 P. M. Men took turns at keeping the bell in the court house ringing.

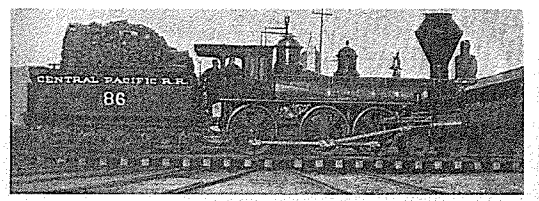
"While the road was still young, there was a solid Pullman train run once a week in which passengers could ride across the continent without changing cars. The cars were of a peculiar reddish-brown. I was going to school in Oakland then and used to go early every Wednesday morning to see the famous train go down 7th Street.

Kids Knew Engines

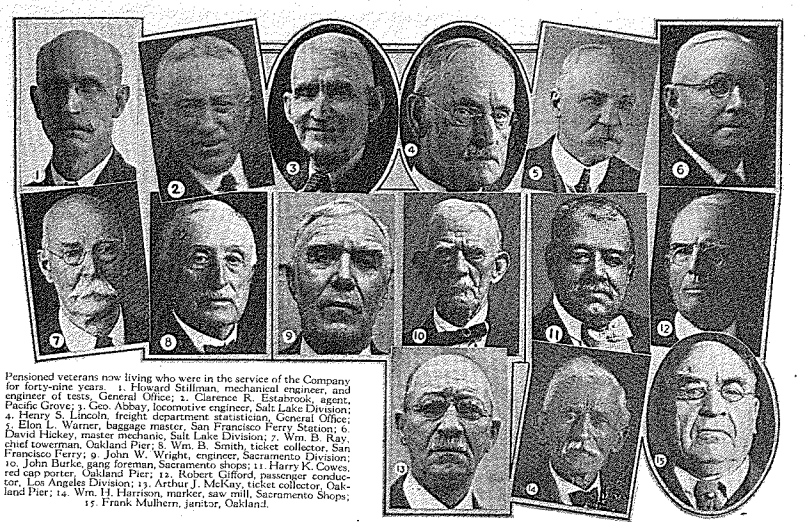
"When the 1st Street line was being built in Oakland we kids used to carry little books in which we put down the numbers and names of locomotives we saw. The boy that had the longest list was considered quite a railroader."

The dean of all the Southern Pacific 49'ers is Wm. H. Harrison, who is now 83 years old and has been on the pension rolls since May, 1914. There were only two shops, the blacksmith and car shops, at Sacramento when Harrison started his service there as a carpenter in March, 1865. For some time he worked in the ship yard of the Company at Sacramento until it was taken over by the Sacramento Transportation Company. At time of his retirement he was working as a marker and layout man in the saw mill.

Frank Mulhern is another of the veterans who started railroading when still a youngster. When he was eleven years old he helped switch cars in the yard at Laramie. Later in 1869 he took a regular railroad job as switchman at that point. Those were "wild and woolly" days and Frank says desperadoes used to have great sport scaring the switchmen at night by shooting out the lights of their lanterns. He came to the Southern Pacific as a carpenter helper at Oakland in 1898 and remained in that vicinity until retired in January, 1921.



This was the first locomotive John W. Wright, one of the 49ers, had when he was promoted to engineer. It is the "Gorilla," No. 86 of the old Central Pacific locomotives. The picture was taken on the turntable at Rocklin in 1879. Wright is in the cab, and his fireman, Chas. Roberts, is standing in the opening.



Pensioned veterans now living who were in the service of the Company for forty-nine years. 1. Howard Stillman, mechanical engineer, and engineer of tests, General Office; 2. Clarence R. Estabrook, agent, Pacific Grove; 3. Geo. Abbay, locomotive engineer, Salt Lake Division; 4. Henry S. Lincoln, freight department statistician, General Office; 5. Elon L. Warner, baggage master, San Francisco Ferry Station; 6. David Hickey, master mechanic, Salt Lake Division; 7. Wm. B. Ray, chief towerman, Oakland Pier; 8. Wm. B. Smith, ticket collector, San Francisco Ferry; 9. John W. Wright, engineer, Sacramento Division; 10. John Burke, gang foreman, Sacramento shops; 11. Harry K. Cowes, red cap porter, Oakland Pier; 12. Robert Gifford, passenger conductor, Los Angeles Division; 13. Arthur J. McKay, ticket collector, Oakland Pier; 14. Wm. H. Harrison, marker, saw mill, Sacramento Shops; 15. Frank Mulhern, janitor, Oakland.

SHIPPERS AND RAILROADS SAVE $84,000,000 IN CLAIMS

Since 1920 the railroads' annual freight loss and damage bill has been reduced from $120,000,000 to $36,000,000, according to R. G. Fagan, superintendent of freight protection for Southern Pacific.

For the first time in the history of American railroads there has been a continuous reduction in loss and damage freight claims during a period of six consecutive years.

Fagan says that better locomotives and facilities, increased efficiency in service and educational work on the part of shippers and railroads resulting in better packing, loading and handling of freight are responsible for this record.

MARDI GRAS DATES SET

Announcement comes from General Passenger Agent J. T. Monroe of New Orleans, that the 1928 Mardi Gras will be held in that city February 16 to 21, Mardi Gras day falling on February 21.

Los Angeles division officers and employes who were present at the fuel committee meeting, April 11, when the silver trophy cup was presented to that division as a permanent award for having won it during three quarters

STATION EMPLOYES JOIN IN BANQUET AT SALEM

Station employes from the district in and around Salem, Ore., met for a banquet and social evening in the dining room of the Elks' Temple, at Salem, on April 6. After an elaborate dinner A. A. Mickel, district freight and passenger agent, with headquarters in Salem, who presided as toastmaster, opened the program with a few remarks appropriate to the occasion. W. F. Miller, general freight agent of Portland, was called upon and responded with a very interesting and entertaining talk upon some of the problems of the railroads and their employes.

C. W. Stinger of Portland, assistant general passenger agent, gave some interesting facts regarding the passenger end of the railroad business. M. M. Montgomery, agent, Independence, who was, with the exception of Mr. Stinger, the oldest man in point of service present, having entered the employ of the Southern Pacific in 1886, gave some reminiscences of the early days and displayed a number of photographs of stations and scenes taken when the Southern Pacific in Oregon was young.

The gathering represented a combined service with the Southern Pacific of 620 years, an average for each one of those present of more than 17 years. Two of those present have served the company more than 40 years, while 12 of the 43 present have more than 20 years of service to their credit.

In addition to Mr. Miller, Mr. Stinger and Mr. Clark of Portland, the following were present:

Jack O. Jessup, Clive W. Shields, A. L. King, H. M. Birtchet, H. J. Mohr, K. A. DeMarais, Edwin Nissen, J. L. Woodward, A. A. Carper, Albert F. Noth, A. E. Luther, A. A. Mickel and Jay B. Hewitt of Salem; John Summers and R. M. Blackburn of Lebanon; P. F. Smith, Shelburn; B. A. Gober, Mill City; R. K. Montgomery, Independence; Raymond Criswell, Falls City; S. H. Francisco, Chemawa; J. F. Dooley, C. R. Nokes and C. R. McCabe of Albany; G. L. Ravin, Silverton; W. Alnutt and H. U. Farrow of Corvallis; C. A. Phillips, Brooks; J. M. Campbell and John F. Day of Dallas; George Dick, Silverton; A. C. Powers, Monmouth; P. S. Bond, Turner; P. G. Vickers, Woodburn; A. F. Mishler, Albany; A. F. Frederickson, Ralph H. Fegley, J. W. Gaines and R. J. Olson of Corvallis; M. D. Henning, Gervais.

Sup't Gaylord Leads His Division to Third Fuel Title

LOS ANGELES DIVISION has been awarded the silver trophy cup for making the greatest improvement in fuel conservation during the first quarter of this year. The trophy is now the permanent possession of that division, having won it for three quarters. And thereby hangs an interesting tale.

Of the four trophies offered as prizes in fuel saving competition, three have been won by divisions under the supervision of Superintendent G. E. Gaylord, two on the Stockton Division and now at Los Angeles.

Back in 1923 the Stockton Division was given permanent possession of the banner, first trophy offered. Then a beautiful silver cup was put up for competition. After a brisk campaign, in which Portland Division took the trophy for one quarter, the permanent award was again made to Stockton Division.

Salt Lake Division then came to the front rank in fuel economy work and annexed the third trophy cup at the end of 1925 after it having gone alternately to the Western, Los Angeles, Stockton, San Joaquin and Shasta divisions. Salt Lake Division continued its march after the fourth trophy was offered and took it for two quarters in a row. Then Los Angeles Division stepped in and after three straight wins the trophy goes to the division on which Mr. Gaylord has been superintendent since July, 1925.

"We are very proud of this distinction," Mr. Gaylord says, "and every employe concerned in train operations is entitled to a share in the credit for the record made, particularly the enginemen."

Salt Lake Division was a close contender right up to the last, and showed a marked improvement in both freight and passenger service for the first quarter of this year.

Now the race is on for possession of the fifth trophy.

GRADE CROSSING PROBLEM TO BE ESSAY TOPIC

Concerned over the increase that took place in 1926 compared with 1925 in the number of highway grade crossing accidents and believing that more care should be exercised by everyone crossing railroad tracks, the American Railway Association announces plans for a nation-wide essay contest among school and college students. Three cash prizes of $250 each will be awarded to the authors of essays containing an outstanding, readily available suggestion for preventing such accidents.

One prize of $250 will be awarded for the best essay by a grammar student, a similar prize for the best essay by a high school student and a like amount for the best essay by a college student.

The subject of the essay is to be, "Cross Crossings Cautiously" and each essay is to be limited to 250 words. The essays must be terse, logical and constructive and must stress the need for greater care in approaching and passing over railroad crossings.

Essays are to be sent to J. C. Cavistion, Secretary of the Safety Section of the American Railway Association at 30 Vesey Street, New York City, by not later than June 1. Three persons of national reputation to be selected later will act as judges.

NEW FERRYBOAT, "FRESNO," MAKES TRIAL TRIP

The Diesel-electric auto ferryboat, "Fresno," first of the company's three new boats, made its trial trip on San Francisco Bay April 9. A delegation of 200 citizens of Fresno, including Mayor Al Sunderland and other officials, arrived at Oakland pier on a special train about noon and spent the afternoon on a cruise about the bay. A luncheon was served the visitors, after which a program of vocal and musical numbers was given. Addresses were made by Mayor Sunderland and Assistant General Manager T. H. Williams. The citizens of Fresno presented a photographic plaque to become a permanent fixture on the boat.

Annual Report Reflects General Efficiency

INCREASED efficiency in railway operations is reflected in the annual report of Southern Pacific Company to its 58,680 stockholders, as rendered by Henry W. de Forest, chairman of the executive committee, and made public April 4 by President Wm. Sproule.

In the report, the board of directors "gratefully acknowledges its appreciation of the loyal and efficient services rendered by officers and employes during the year."

Operations of the company in 1926 showed a decrease in passenger revenues, an increase in freight revenues, a slight decrease in operating expenses and an increase in tax payments. The net result was an increase of $5,753,342 in the company's net railway operating income for the year.

Although the volume of freight transported by the company in 1925 was the largest ever carried in the history of the company, the freight traffic for 1926 showed an increase of .4 of 1 per cent in the number of freight ton miles, and 2.14 per cent in the number of tons of freight carried.

The net income of the company was a return of 3.98 per cent on the book value of road and equipment of lines in the transportation system. The average return for the past six years has been 4.03 per cent, or 1.72 per cent less than the fair return contemplated under the Transportation Act.

Many Improvements

The fact that huge amounts were plowed back into the property in improvements in facilities and in equipment is shown by the fact that the net increase in investment in road and equipment in 1926 was $58,788,355, while the funded debt increased only $1,797,353.

In 1926 the company spent $10,801,384 for extensions to its lines, $11,795,409 for rolling stock, $695,916 for floating equipment and $28,149,043 for other additions and betterments.

Freight revenue for the year increased $3,605,380, a decrease on the Texas and Louisiana Lines being more than overcome by the increase made on the Pacific Lines. On the Pacific Lines freight traffic for the first seven months of 1926 showed a substantial increase, but was partially offset by the decrease in the last five months of the year, as compared with the same period during 1925. The year as a whole shows increased revenue was received from such important commodities as oranges, lettuce, deciduous fruits, mineral oils, fresh vegetables, apples and grain, which increase was partially offset by decrease in revenue from grapes, hay, sugar, logs and automobiles.

On the Texas and Louisiana Lines, a decrease in freight revenue was attributable largely to the effect on business during the latter part of 1926 of the severe and unprecedented drought extending over the Texas Lines in 1925, and the general depression in business resulting from the low price of cotton. Commenting on this, the report says:

"While the low price of cotton in Louisiana and Texas is disquieting, yet because of the delayed movement of last season's enormous yield, the constructive manner in which the cotton situation is being met by crop diversification programs, and the progressive spirit of the territory, it is thought that the business of these lines for 1927, in the aggregate, should at least equal that of 1926."

Passenger revenues decreased $1,029,916, due principally to the increased use of automobiles, both commercial and private, and the decrease in summer excursion travel and in the travel to and from conventions on the Pacific Coast.

The company's expenditures for maintenance of way and structures in 1926 increased $1,785,482. Expenditures for maintenance of equipment increased $857,452. Under maintenance of way and structures the company in 1926 used 510 track miles of new steel rail, nearly 5,000,000 ties and nearly 28,000,000 board feet of lumber.

Still greater efficiency was shown in the use of fuel oil. Reduction in pounds of fuel used per thousand gross ton miles in 1926 under 1925 amounted to 10.92 per cent in passenger service and 3.53 per cent in freight service. The value of economy realized in 1926 compared with 1925 amounted to $1,156,775.

Railway tax accruals for the year amounted to $21,476,811, an increase over 1925 of $136,413. The taxes for the year consumed 25.8 per cent of the net revenue from railway operations, and almost equaled total dividends paid to stockholders, which amounted to $22,343,004.

Increased efficiency in operation was also shown in increase in the number of loaded cars per train and in the increased number of net tons hauled in each train. During 1926 Southern Pacific increased its equipment by 52 locomotives, 76 passenger train cars, 2350 freight train cars and 378 units of work equipment, the report says.

To provide for increased requirements and replace vacated equipment, the company will add either by construction in its own shops or by purchase from outside builders, 18 locomotives, 81 passenger train cars, 2500 freight train cars and 21 units of company service equipment at an estimated cost of $9,400,000. Floating equipment to be added in 1927, including a new ocean-going passenger and freight steamer for use of the company's Atlantic Steamship Lines, will total $4,000,000.

The company's investment in property devoted to transportation purposes, according to the report, is $1,400,607,118, while the total investment of the company, both in transportation property comprising its transportation system and in affiliated companies, is given at $2,078,513,321.

Property of Company

The transportation property is listed as follows:

"Thirteen thousand four hundred and sixteen miles of first main track, 952 miles of additional main tracks, 5598 miles of yard tracks and sidings, the company's terminals at Galveston, a ten-story office building in San Francisco, 2454 locomotives, 2910 passenger train cars, 80,603 freight train cars, 5942 company service cars, 23 ocean steamships, 4 river steamships, 10 automobile ferryboats, 13 passenger ferry and car transfer boats, 11 tugs, 78 barges and 19 other vessels, the whole forming a transcontinental system extending from New York via New Orleans and Galveston, to San Francisco, Cal., and Portland, Ore., with a line extending from Ogden, Utah, to San Francisco, Cal."

The report reviews construction carried on in 1926, which include the following pieces of work:

Completion of the new main line in Arizona, which places Phoenix and the rich Salt River Valley on a through main line and provides double track facilities, which gives Southern Pacific double track between Yuma and El Paso, except for about 57 miles of line;

Completion of the Cascade Line in

Eight Million Dollars For New Equipment

ORDERS for $8,1[illegible],856 in new equipment, including locomotives, dining cars, passenger and freight cars, have recently been authorized by the Company, practically all of which will be delivered during this year.

Of this amount nearly $2,300,000 will be expended for all-steel passenger equipment to include, six 77-foot dining cars, twenty 72-foot coaches, five 72-foot 2-compartment coaches, five 72-foot 3-compartment coaches, five 72-foot interurban coaches, thirty baggage cars, five baggage-horse cars and five baggage-postal cars.

Other orders let on contract will be for ten 3-cylinder "Southern Pacific Type" locomotives; one thousand steel drop bottom gondola cars, and two hundred oil cars of 12,500 gallons capacity.

Eight 4-8-2 type locomotives will be built in the Company's own shops, as will also five hundred box cars, one hundred fifty 40-foot flat cars, one hundred 50-foot flat cars and fifty cabooses.

This equipment does not include the three Diesel-electric auto ferry boats which have recently been launched and will be ready for service on San Francisco Bay during the summer. Each boat cost approximately $525,000.

A feature of the new coaches will be a new type revolving seat with an individual chair for each passenger, providing better facilities for the enjoyment of scenery. The seats may revolve so as to squarely face the windows in the coach. The Gothic transoms in the present coaches will be eliminated to allow for larger window space.

Oregon through Klamath Falls, which entailed a total expenditure of $39,432,000. This line is now open to local service and, on April 17, was thrown open to fast through freight and passenger service between Portland and San Francisco. With the opening of this line to through service, the time of travel between Portland and San Francisco was reduced from 27 hours to 23 hours and 30 minutes.

Referring to plans announced by the company in its report for 1925 for acquisition and control of Nevada-California-Oregon Railway; construction of a line extending from Klamath Falls, Ore., to Cornell, Cal., and to a connection with the N. C. O. near Alturas; the acquisition and control through stock ownership of the Oregon, California & Eastern Railway, extending from Klamath Falls to Sprague River, Ore., and the construction of certain extensions by that company; the 1926 Southern Pacific report says:

"In the meantime, your company, on October 8, 1926, acquired control of the Nevada-California-Oregon Railway (which is operated by its own separate organization) by the purchase of the entire outstanding common stock and funded debt of that company. No further action will be taken, however, toward the construction or acquisition of the other lines contemplated in the plans of your company, as aforesaid, until the questions concerning the proposed entrance of the Oregon Trunk Railway into the Klamath Basin shall have been determined, and an appropriate order in connection with our application entered by the commission."

A. T. MERCIER, PRESIDENT OF SAN DIEGO & ARIZONA

A. T. Mercier

A. T. Mercier, vice-president and general manager of the San Diego & Arizona Railway, was elected to the position of president and general manager at a meeting of the board of directors of the railway on April 9. Mr. Mercier succeeds the late J. D. Spreckels, former president of the road. He was also elected a director.

Mr. Mercier was promoted to vice-president and general manager in October, 1921, after having been superintendent of the Portland Division of Southern Pacific since September, 1918, succeeding from the position of assistant superintendent of Shasta Division.

Kid: How old is that lamp, Ma?
Ma: Oh, about three years, Why?
Kid: Turn it down. It's too young to smoke.—Philadelphia Watchman.

Stella: I'm to be married next week and I'm terribly nervous.
Ella: I suppose there is a chance of a man getting away up to the last minute.—London Mail.

Utah Governor Names S. P. Man Head of Art Institute

NOT only is F. G. Ruthrauff doing a good job in taking care of the company's traffic interests as district freight and passenger agent at Ogden, but he has gained distinct recognition in his "hobby" profession by recently being appointed president of the board of control of the Utah Art Institute by Governor George H. Dern. The appointment became effective April 1, in time for Ruthrauff to take charge of the annual art exhibition and will continue for two years.

F. G. Ruthrauff

Painting has been a lifetime hobby with Ruthrauff and he is by no means an amateur with his brushes and palette. During the 19 years he was connected with the district traffic office at Oakland, he found time in between hours of running down freight tips to perfect his painting. A number of vacations and weekends were spent on "location" resulting in several canvases that attracted wide attention among art critics and which are now hanging in many homes of the San Francisco Bay district and in other cities throughout the country.

During 1923-24 Ruthrauff took a year's leave of absence, which was spent in Paris studying and painting under the critical eyes of French masters. He was accompanied by Mrs. Ruthrauff, who garnered novel ideas and experience in her work of interior decorating. Three of the most important paintings made by Ruthrauff while in Paris were of the north and the south rose windows of the Cathedral of Notre Dame and the "Chimney Pots of Paris," by moonlight. This last canvas is now on exhibition at the Utah State Agricultural College at Logan. The north rose window painting was sold to a prominent Indianapolis man two days after it was out of customs, and the south rose window painting has recently been on exhibition at the twenty-fourth annual exhibition of the Utah Art Institute.

"Black Sage" is another of Ruthrauff's works that has attracted much attention, and of which H. L. Dungan, art critic of the Oakland Tribune, said: "A glowing scene of desert and desert mountains. The only painting of a pointillist in the snow." This painting was recently exhibited by the San Francisco Art Association and by the All Arts Club of Berkeley. It was painted near Lone Pine.

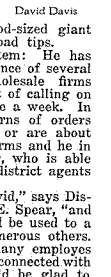
At another time Mr. Dungan wrote: "Ruthrauff is a pointillist who applies his little spots of pure color with a nice sense of what it's all about. The result is a live canvas, vibrating, yet subdued; a canvas of a thousand spots of color, blending and dancing in harmony together, sometimes merrily and again with stately tread."

Since his appointment as head of the traffic office at Ogden late in 1925, Ruthrauff has had little opportunity to continue his painting, except for occasional inside work. There is much beautiful mountain scenery surrounding Ogden which he hopes to have time to paint during the coming summer months.

As head of the art board of control, Ruthrauff will not only be in charge of making arrangements for the annual exhibition of art by Utah, Intermountain and other states held the first week in April each year, but will be responsible for the exhibits purchased for Utah's permanent collection.

A MODERN GIANT KILLER IN BUSINESS GETTING

Once upon a time there was a young man named David, who made quite a name for himself by slaying a big bozo named Goliath with a rock. The season on giants has since been closed, but apparently David Davis, messenger at the Sacramento Freight Office, didn't see the notice in the papers. Why? David has been killing giants this month, but by telephone and not with rocks, i. e., collecting tips on carload freight. He has killed quite a good-sized giant in turning in 110 carload tips.



David Davis

Here is David's system: He has cultivated the acquaintance of several representatives of wholesale firms whom he makes a point of calling on the phone at least twice a week. In this manner David learns of orders that have been placed or are about to be placed by these firms and he in turn advises Mr. Spear, who is able to inform off-line and district agents who are involved.

"We are proud of David," says District Freight Agent C. E. Spear, "and believe his system could be used to a good advantage by numerous others. There are, no doubt, many employes who have acquaintances connected with outside firms who would be glad to specify Southern Pacific Company on their orders if approached. In addition to boosting his division in the employes' business-getting campaign, David is gaining valuable experience in the art of solicitation which may, some day, prove to his advantage."

Look out, you city and traveling agents, this boy looks like a comer.

Coed: I want something to wear around the dormitory.
Salesgirl: How large is your dormitory?—Ex.

The Scotch have quit wearing rubber heels—they give too easily.—Ex.

(Continued from last month)

THE Central Pacific reached Roseville February 29, 1864. There it connected with the California-Central Railroad and within two months started to operate as a railroad.[30]

The "Sacramento Union" of April 26, 1864, tells this story:

"The first trip over the Pacific Railroad for the purpose of carrying passengers was made yesterday. The company had advertised to run at stated hours and accordingly at 6.15 o'clock the locomotive "Governor Stanford" with a number of passengers left the foot of J Street. The time made by yesterday's train was: from Sacramento to Folsom, 26 miles, 59 minutes; from Folsom to Sacramento 50 minutes; from Sacramento to Roseville, 18 miles, 39 minutes; from Roseville to Sacramento 33 minutes."

In the annual report of 1864 may be found the official record of the Central Pacific Railroad Company's first activities.

E. H. Miller, Jr., secretary of the company, notes that the track was completed from Sacramento to Roseville April 26, 1864, and that from that date trains were run daily over the 18 miles of road.

He continued: "Little freight, however, passed over the road until the 10th of the following June when it was opened to Newcastle, 31 miles from Sacramento, and regular freight and passenger trains commenced running to that point."[31]

NOTE 30—The California Central, which was operated as part of the Central Pacific Railroad Company of California, was incorporated April 21, 1857. Construction commenced May 1858. Road bed graded to five miles north of Lincoln, 23½ miles, where work closed down account lack of funds. Road completed to Lincoln October 1861. Section from Folsom to Roseville abandoned 1868.

NOTE 31—Here is the text of an advertisement and timetable published when the road reached Newcastle:

CENTRAL PACIFIC RAILROAD

This new and popular railroad is now completed to Newcastle, thirty-one miles from Sacramento, and with its connecting railroads and stage lines affords the cheapest, best and most expeditious route for travelers to Washoe, Reese River, Humboldt, and all parts of California, north of the South Fork of the American River. The road is constructed in the most substantial manner, and is provided with new first-class passenger cars, which run with a smoothness not excelled by any other road in the United States. It is laid among the foothills, affording delightful views of valley and mountain scenery. Travelers will find every convenience to promote their comfort. Persons taking the early morning train at Sacramento, on arrival at Newcastle, take the California Stage Co.'s coaches, and, traveling by the new Dutch Flat wagon road, will reach Virginia City in at least six hours less time than by any other route, and will also avoid the dangerous precipices which have so long been a terror to travelers. They will also have an opportunity of viewing some of the most romantic mountain and lake scenery in the world, inhaling the cool breezes, perfumed by the fragrant pine and balsam, and seeing grand forests of the towering firs and pines of California. The road borders Donner Lake, a sheet of water of crystal purity, reflecting the snow-capped summits of the surrounding Sierras, among which it lies embosomed, six thousand feet above the level of the sea.

This new route has been opened at immense expense, and stages and teams are rapidly availing themselves of its unequaled advantages. The line of the Pacific Railroad, that great national highway, is located upon this route, and the extension of the work, which is progressing rapidly, is an interesting feature to travelers. In a few months, 23 miles more will be added to the railroad, which will still further increase its advantages of speed, comfort and safety to travelers who try the new railroad, which is destined to be the great highway between the Pacific and Atlantic states.

Leave the Depot at the Steamboat Landing at the foot of J Street, as follows:

Leave	Arrive at
Sacramento at 6:15 a.m.	Newcastle 7:30 a.m.
Sacramento at 1:00 p.m.	Newcastle 3:10 p.m.
Sacramento at 5:30 p.m.	Newcastle 7:30 p.m.

THE DOWN TRAIN

Leave	Arrive at
Newcastle at 6:30 a.m.	Sacramento 8:00 a.m.
Newcastle at 10:15 a.m.	Sacramento 11:45 a.m.
Newcastle at 5:30 p.m.	Sacramento 7:30 p.m.

Passengers for Marysville and towns north, change cars at the Junction and take stages at Lincoln.

Passengers by the train leaving Sacramento at 6:15 a.m. on reaching Newcastle will find stages for Auburn, Grass Valley, Nevada, San Juan, Forest City, Downieville, Illinois town, Dutch Flat, Steamboat Springs, Virginia City, Forest Hill, Iowa Hill, and all intermediate towns. Passengers from any of these places, by taking stages to Newcastle, will arrive at Sacramento at 12 m., one hour before the departure of the San Francisco steamers.

C. CROCKER, *Supt C.P.R.R.*

Sacramento July 15, 1864.

The passenger revenue from April 26, 1864, to April 30, during which time 298 passengers were carried, was $354.25. This was the first money earned by the Central Pacific as a railroad.

From April 26 until the end of November, 1864, 48,941 passengers were carried. The total passenger revenue was $63,403.15. For freight during the same period the company received $88,666.89, with an additional $1,487.50 for the transportation of express matter and messengers.

The total operating expenses for that period was $56,289.17, making the net earnings $47,268.37.

The total passenger train mileage was 14,016 and the freight mileage 19,468 miles. The average speed of passenger trains including stoppages, 22 miles an hour, the average speed of freight trains including stoppages 15½ miles an hour.

But one accident marred the first seven months of operation. "Frank Brady, an employe of the company, in attempting to get on a construction train in motion was injured so as to cause his death in a few days."

The men who built the Central Pacific soon developed definite ideas as to how a road should be operated.

The rules and regulations for employes issued at the time Central Pacific began to operate as a railroad emphasize the spirit of service and stress the importance of carefulness.[32]

NOTE 32—Following extracts are from rules and regulations for employes in effect 1868:

"The clock of G. M. Parker, 34 K Street, is the time by which trains are to be run. Conductors and Engineers will compare their Watches with it daily, when practicable.

"No person employed on trains, or at Stations, will leave his place or change with another without permission from the Superintendent or Train Master.

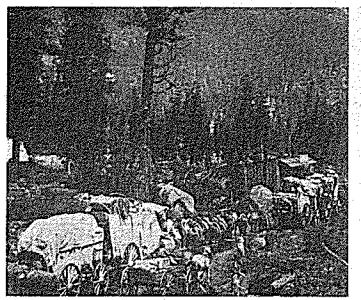
"West bound trains will have the right to the track against East bound trains until they are twenty-five minutes behind their card time, after which they will lose all their right to the track. East bound trains will wait twenty-five minutes for West bound trains, after which they will have the right to the track indefinitely, against West bound trains, keeping twenty-five minutes behind their card time at each succeeding station until the expected train is met. Always allow five minutes for variation of watches, but the five minutes so allowed must not be used for running. If a train cannot reach a station on time to meet another, all the necessary precautions must be taken to prevent accidents.

"Through Freight trains will keep entirely out of the way of both Passenger and Through Freight trains.

"Passenger Trains will not run faster than twenty-five miles an hour, except on special order, over any part of the road, and Freight Trains ten miles an hour East of the Junction, and twelve miles an hour West of the Junction.

"In case of accident or stoppage upon the main track, from any cause, conductors must always, and immediately, station men with red flags by day, or red lights by night, and, as an extra precaution, if foggy or storming, two torpedoes must be chused to the rails, half a miles distant in both directions, and leave no right to assume that there are no trains approaching from either direction. Special care must also be taken in case a train gets behind time and liable to be overtaken by a following train, to guard against accident. Disabled cars left at Stations must be reported to Train Master.

"Enginemen and Firemen are particularly directed not to throw any wood from the Tender while in motion. If any wood is found too large for use it should be thrown off at the next Station. Wood must not be piled on Tenders in such a manner or quantity as to be liable to fall off."



Hundreds of freight teams were kept busy hauling camp supplies and building materials to construction gangs during the building of the rail lines over the Sierra and across Nevada and Utah. This picture was taken near Cisco in 1867. Both pictures on this page are from the collection of Chas. B. Turrill of San Francisco.

The injunction to carefulness had not then been crystalized into the motto "Safety First" but these pioneer railroad men had something very like it. Across the top of the first printed card of rules was this legend:

"When in doubt always take the safe side."

CHAPTER XIV.
Railroads First in the California Fields

A brief survey of the field is necessary to an understanding of the railroad situation before and during the early days of Central Pacific construction.

The first railroad project agitated in California was for a line from San Francisco to San Jose. The promoters intended that this, like all other early California railroad promotions, was to be a part of a transcontinental line, and subscriptions solicited in 1850 and 1851 were for a railroad that would be extended from San Jose east to the Mississippi River.

$100,000 was raised by these pioneers. On September 6, 1851, the Pacific and Atlantic Railroad was organized. Efforts to finance the construction were made locally, in New York and in England, but they all failed. Congress also refused the aid of land and bonds and the project died.

The company was reorganized October 29, 1853, but lived only on paper.

A third company was organized in 1859 under the name of the San Francisco and San Jose Railroad Company. This time the promoters, profiting by the experience of the first two ventures, tried to build part of the road before offering its stock abroad.

The State Legislature passed a law, authorizing the counties through which the road would pass to subscribe to the company's stock to the extent of $900,000.

The San Francisco press, however, opposed the granting of a subsidy and for the third time a plan to give California a railroad was abandoned.

Another San Francisco and San Jose Railroad Company was organized in July, 1861, and this time the promoters succeeded in their undertaking. The road was completed to San Jose January 16, 1864, and was extended to Gilroy in 1869.

Although the first promoted, the San Francisco and San Jose had to yield the honor of being California's first railroad to the Sacramento Valley Railroad Company, which began construction about the same time as the San Francisco and San Jose but was completed much earlier.

The Sacramento Valley Railroad Company was the first to make a real railroad in California an accomplished fact. The road was intended to run from Sacramento along the foothills east of the American River and branch north and south, passing through Placer and Sutter counties to Mountain City in Yuba County.

Theodore Judah was brought west to survey it. Grading began in February, 1855. In June of that year a vessel arrived from Boston with iron and in August track laying began. The first platform cars were placed on the rails August 17 and November 10, 1855, a number of excursionists were carried ten miles out from Sacramento at $1 a head for the round trip. The road was opened to Folsom, twenty-two miles, February 26, 1856.

The men that built the first California railroad lacked the financial perception of the builders of the Central Pacific. By the time they reached Folsom they found their entire capital invested in the road and themselves in a position where it took all their earnings to carry their debts.

Speaking of this venture, Bancroft in his History of California, (Volume 7) says:

"No blame attached to the directors, whose sole reward was the glory of having given California her first railroad."

This road did a large business; at one time making connection at Folsom with twenty-one stage lines.

The company was sold in 1865 to the Central Pacific.

Between 1853 and 1863 a number of railroads were organized throughout the state. Many of them never reached the dignity of actual existence, although each claimed to be a link in the great transcontinental railroad.

In 1854 a railroad meeting was called in Placerville to devise means for extending the Sacramento Valley Railroad to Placerville. This dream was not realized for a long time. Placerville blamed the Central Pacific interests for its isolation and Placerville residents were among the bitterest opponents of the "Big Four."[33]

Placerville in 1857 and 1858 was the center of much staging activity. The overland mail between Salt Lake and Sacramento was carried that way.

When the Washoe mining excitement developed, a new highway was constructed from Placerville into Nevada via Strawberry Valley. This road was known in turnpike history as the best equipped stage road in the United States. It was sprinkled in summer and kept free from snow in the winter; the coaches were the best procurable; the horses thoroughbred and fleet, and the drivers the flashiest knights of the whip the west ever saw.

Placerville hotels in those days were crowded and her streets were thronged with freight wagons loaded with merchandise and machinery. In 1863 the tolls on the new road out from Placerville amounted to $300,000 and the freight bills to more than $13,000,000. There was substantial ground, therefore, for Placerville's hope for a railroad to connect the rest of the state with her radiating wagon roads.

In 1863-1864, however, Collis P. Huntington and his associates built a wagon road from Dutch Flat into Carson Valley for the purpose of diverting Placerville traffic to their own road and to forestall another attempt to connect Placerville with the Sacramento Valley Railroad.

"Big Four" Maneuver

It was intended by certain Eldorado people to build such a line and then extend it through Johnson Pass to Virginia City but the maneuver of the "Big Four" made it impossible for the Eldorado venture to carry on.

A company was formed in January, 1863, and a road was built to Shingle Springs, a distance of twenty-seven miles. Work stopped there and it was not until 1888 that Placerville was connected by rail with Sacramento.

The history of the Placerville road casts a revealing light on the value of the personal equation. Behind this smaller venture was probably as much money as the builders of the Central Pacific could have raised. In 1866 the Placerville and Sacramento Valley Railroad was given by Congress land grant aid identical to that given the Central Pacific in the Act of 1862, conditional on completion of the road to Virginia City within a given time.

The Central Pacific's land grant was conditional on completion of the road within specified limits and the road was built seven years ahead of time.

The Placerville and Sacramento Valley Railroad failed to meet the conditions and the land specified in the grant was restored to public domain.

The Western Pacific railroad (no connection with the present railroad of that name) was incorporated December 13, 1862, to build from San Jose to Sacramento to connect there with the Central Pacific. Construction was delayed until January, 1865, after the aid in the way of land grants voted by Congress to the Central Pacific for such a line had been transferred to the Western Pacific.

The incorporators of the Western Pacific were: Timothy Dame, Richard Chenery, Emery T. Pease, George H. Bodfish, Charles Dero, Erastus S. Holden, Alex H. Houston. Capital stock $5,400,000.

Reached San Francisco Bay

The Western Pacific was consolidated November 2, 1869, with the San Francisco Bay Railroad Company, which had twenty-two and a half miles of track. It was over the Western Pacific lines, via Melrose and the Oakland Ferry, that the Central Pacific finally reached San Francisco.

Until the completion of the Western Pacific, passengers on the Central Pacific reached San Francisco by steamboat from Sacramento. The rail line to San Francisco via Melrose was opened September 8, 1869, and via Oakland and Alameda, Dec. 1, 1869.

Western Pacific was consolidated with Central Pacific June 23, 1870.

The San Francisco and San Jose road was consolidated with the Southern Pacific Railroad Company, October 12, 1870.

CHAPTER XV
How Central Pacific Builders Lost a Mild Winter and San Francisco Missed a Lot of Valuable Business. First Chinese Employed.

THOSE responsible for the delays in payment of state and county aid hurt not only the railroad, but the Pacific Coast. The winter of 1864-1865 was one of unusual mildness and with the funds that had been voted, but which unfriendly influences had been able to keep tied up in a tangle of litigation, the builders of the Central Pacific would have been able to make important headway with the mountain construction, the speed of which depended so much on the elements.

They had the iron for 50 miles of the road but could not do the necessary grading because of lack of funds. They did take advantage of the mildness of the winter to construct a wagon road over the summit, which served later to handle freight by wagon into Nevada from the end of the track before the railroad crossed the mountains. But the heavy and costly construction of the railroad right-of-way was out of the question.

Governor Stanford told the Pacific Railroad Commission in 1888 that but for the opposition which kept from them money that had been voted to them, they could have put on the job enough men to take full advantage of the mild winter and "we would more easily have met the Union Pacific at Cheyenne than we did at Promontory." This, he pointed out, would have given San Francisco control of the business of Utah, Wyoming, Montana and Idaho.

The force at work in the mountains was increased in December, 1864, to 300 men. On January 1, 1865, the prospect for a speedy close of the war, favorable decisions by the State Supreme Court in various matters which had been in litigation, placed the affairs of the company in a much more desirable position. The first Federal aid had been earned and fifty miles of the line was in operation.

To many this ready-money relief from long continued financial strain would have been an invitation to sit back and take a long breath. The builders of the Central Pacific, however, accepted it as an athlete welcomes that ease of respiration which he calls his second wind. The moment fresh resources became available construction was speeded up and maintained at a pressure high and constant. This increased the need for money to such an extent that in spite of all the new and favorable conditions it required unabated effort to keep the treasury sufficiently supplied to carry on the work.

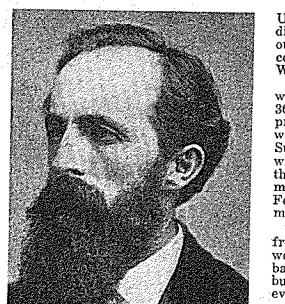
They still had the worst and most costly part of the line to build. They still had to transport all their material around Cape Horn. They had many trials, difficulties and obstacles to overcome in crossing the Sierra.

As an early writer put it, "They had to encounter law suits, opposition, ridicule, evil prophesies, losses; had to organize a vast laboring force, drill long tunnels, shovel away in one spring sixty feet of snow over seven miles of the line merely to get at the roadbed; had to set up sawmills by the dozens in the mountains, haul half a dozen locomotives and iron for 20 miles of track 26 miles over the mountains by ox teams; haul water 40 and wood 20 miles for the construction trains on the alkali plains.

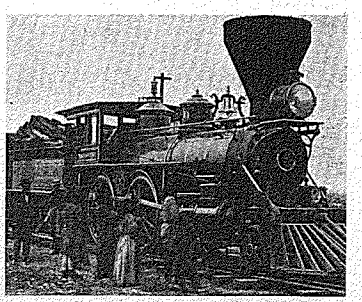
Courage of Builders

"Surely there is something admirable in the courage of four country merchants, ignorant of railroad building and unknown to the world, assuming such a load as the support of 800 men for a year out of their own pockets for an enterprise in the success of which in their hands very few of their own friends believed.

"The secret of their success was that these four country merchants meant, in good faith, to build a railroad. They did not expect to get money out of an enterprise before they had put money of their own into it. They managed all the details as carefully and prudently as they were accustomed to manage the hardware or dry goods business. They were honest men. When Huntington began to buy iron and machinery in New York people flocked to him to sell, and there is a story of someone who came with an offer of a handsome commission to Huntington if he would deal with him. 'I want all the commissions I can get,' was the reply, 'but I want them put in the



SAM S. MONTAGUE
He was chief engineer of the Central Pacific during the early construction period, succeeding Theo. D. Judah, and carrying to completion the dreams of that railroad pioneer. Montague was in turn succeeded by William Hood, who was in charge of most of the early construction work of the present Southern Pacific lines.



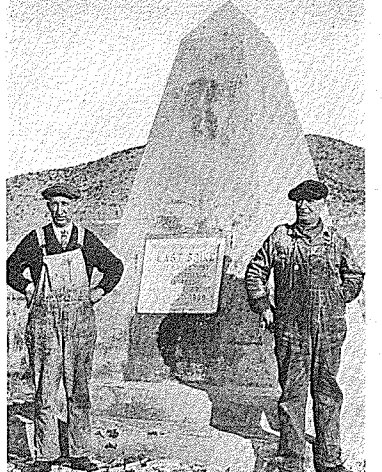
Shoshone Indians admiring one of the "iron horses" of the Central Pacific as it stopped at one of the little Nevada stations during the construction period of the Central Pacific in 1868.

NOTE 33—The last effort of their opponents was made through the Nevada Legislature, instigated by the friends of the Placerville route. That body ordered in 1865 an investigation into the plans, prospects and promises of the several railroad enterprises across the Sierra Nevada. The committee reported there were but two lines, the Central Pacific, built and in operation from Sacramento and Newcastle, a distance of thirty-one miles, and the San Francisco and Washoe railroad.

The committee found in its report on the Central Pacific that its slow progress was occasioned first by the shortage of coin in circulation; a big premium on gold had driven it East to such an extent to make it almost impossible for the company to secure coin in sufficient sums to carry on the work. Second, that the action of the San Francisco Supervisors in holding up $600,000 in bonds voted them by popular election, had not only financially embarrassed them, but had also affected the sale of their securities. Third, that the difficulty in securing material and equipment in consequence of the Civil War had delayed them greatly and largely increased their expenses. Fourth, the death of their Chief Engineer, Theodore Judah.

Notwithstanding all of this, the company was prosecuting the work with absolute good faith and all possible vigor.

The Washoe road, according to one of the statements made before the Nevada Legislature, represented the activity of "ten millionaires whose combined fortunes would not suffice to buy a steam whistle, much less build a railroad."



Conductor J. F. Gimlin, left, and Engineer T. J. Cole, veterans of the Salt Lake Division who handle the combination train which runs out of Brigham, Utah, three times a week over the old original line of the Central Pacific around the north end of Great Salt Lake. They are standing by the monument at Promontory which marks the spot where the "last spike" was driven by Governor Leland Stanford on May 10, 1869, connecting the Central Pacific and Union Pacific in the first transcontinental railroad.

bill. This road has got to be built without any stealings'."

Meanwhile a decision of great importance to the company had been made by President Lincoln. By the terms of the Pacific Railroad Act the company was to receive a loan in bonds to the amount of $16,000 per mile for its line west of the base of the Sierra and $48,000 per mile for the 150 miles east of that point. This tripling of the aid was because of the extraordinary cost of mountain construction.

Lincoln Decides

The Department of the Interior suggested that the base of the Sierra or beginning of the $48,000 a mile construction began at the end of the first 50-mile section. The California Supreme Court, however, had decided that the foothills of the Sierra began 31 miles from Sacramento. It devolved upon President Lincoln to make the final decision as to where the increased payment would begin. He decided that it should be 7.18 miles east of Sacramento. In making the decision he expressed his belief in the importance of the Pacific Railroad as a national undertaking and declared that he welcomed this opportunity to give the enterprise every benefit the law would permit. "Here is a case," he said, "in which Abraham's faith has moved mountains."

This decision meant a difference of more than $1,000,000 in the amount advanced by the government to the company.

More men were put to work as rapidly as the money to pay them became available. April saw the force grown to 1200, June to 2000, and before July was over there were 4000 men at work. It was after passing Auburn in the early part of 1865 that the first Chinese were employed on the Central Pacific construction.

First Chinese

Here's why: Shovel and pick and black powder were the only aids to grading in those days and horsepower meant horses in person. Speedy construction under such conditions required the employment of many men and there was nothing scarcer in California in 1865 than labor. Such white workers as were not employed on ventures of their own found it more profitable or more congenial to work in the mines or engage in agricultural pursuits than to face the hardships of carving a railroad right-of-way up the steep slopes of the Sierra.

Samuel S. Montague, then acting chief engineer, in his annual report for 1865 said: "It became apparent early in the season that the amount of labor likely to be required during the summer could only be supplied by the employment of the Chinese element of our population. Some distrust was at first felt regarding the capacity of this class for the services required but the experiment has proved eminently successful. They are faithful and industrious and, under proper supervision, soon become skillful in the performance of their duty. Many of them are becoming very expert in drilling, blasting and other departments of rock work."[35]

It was Charles Crocker who conceived the idea of employing Chinese. J. H. Strobridge, superintendent of construction, opposed the plan and only gave in after a series of trials demonstrated the worth of the celestial worker. Crocker insisted that the race that had built the great wall of China could certainly be useful in building a railroad. Strobridge finally agreed to try fifty Chinese. They did so well he employed fifty more. Before the road was finished there were about 12,000 on the payroll. As the Chinese increased in numbers and skill the ascent of the summit, in spite of increasing difficulties, became more speedy.

(To be continued next month)

Note 35—Without the Chinese the construction of the Central Pacific would have been impossible in anything like the time in which the work was done.

Governor Stanford held the Chinese workers in such high esteem that he provided in his will for the permanent employment of a large number. Some of these are still living and working lands now owned by Stanford University.

The Chinese have been described as the Asiatic contingent of the "Grand Army of Civilization." More than 10,000 of them were brought across the Pacific to fill the ranks of labor on the railroad. They were brought here not because they were cheap but because they filled a want that otherwise would have been left unsatisfied.

Strobridge, in spite of his reluctance to accept Chinese labor, pronounced them "the best in the world." He said: "They learn quickly, do not fight, have no strikes that amount to anything, and are very cleanly in their habits. They will gamble and do quarrel among themselves most noisily—but harmlessly."

The Chinese on the Central Pacific were divided into little groups. Each group had a cook who not only prepared their meals but was required to have a large boiler of hot water each night so that when the Chinese came off the grade they could fill their little tubs made from powder kegs and take a hot sponge bath. This bath and change of clothes was a regular thing every night before they took their evening meal.

Here is what Governor Stanford in a report made to Andrew Johnson, President of the United States, October 10, 1865, had to say about the Chinese:

"As a class they are quiet, peaceable, patient, industrious and economical. Ready and apt to learn all the different kinds of work required in railroad building, they soon become as efficient as white laborers. More prudent and economical, they are contented with less wages. We find them organized into societies for mutual and assistance. These societies can count their numbers by thousands, are conducted by shrewd, intelligent business men who promptly advise their subordinates where employment can be found on most favorable terms. No system similar to slavery, serfdom or peonage prevails among these laborers. Their wages, which are always paid in coin each month, are divided among them by their agents who attend to their business according to labor done by each person. These agents are generally American or Chinese merchants who furnish them their supplies of food, the value of which they deduct from their monthly pay.

"We have assurances from leading Chinese merchants that, under the just and liberal policy pursued by the company, it will be able to procure during the next year not less than 15,000 laborers. With this large force the company will be able to push on the work so as not only to complete it far within the time required by the Acts of Congress but so as to meet the public impatience."

It is interesting to note how much more nearly the diet of the Chinese conformed with modern ideas than did the food of the white workers. The fact that the company handled the importation of Chinese supplies gave an excellent opportunity to judge their method of life in this regard. The Chinese bill-of-fare included dried oysters, dried cuttlefish, sweet rice crackers, dried bamboo sprouts, salted cabbages, sugar, four kinds of dried fruit, five kinds desiccated vegetables, vermicelli, dried seaweed, Chinese bacon, dried abalone, peanut oil, dried mushrooms, tea, rice, pork, poultry.

The white laborers bill-of-fare was made up of beef, beans, bread, butter, potatoes.

The white laborers, on the grade, relieved their thirst with water which was not always the best and which at times, in spite of all precautions, was a source of sickness. The Chinese drank lukewarm tea. This tea, beside the grade, was in thirty- and forty-gallon whiskey barrels and always on tap. Several times a day a Chinese mess attendant would bring fresh tea and pour it into the big barrel. These reinforcements of the beverage were carried in powder kegs, suspended across a Celestial shoulder on each end of a bamboo pole.

Elevator Service by Automatic Control

SAVING seconds when seconds are most valuable is a task being efficiently performed by a new automatic elevator control system installed last month in the general office building at San Francisco by E. B. Leavitt, lease agent.

Better elevator service and more of it is assured by the signal lights that now flash in each of eight passenger elevators—eight elevators that four times daily carry more than 3,000 company employes between ground and upper floors, to say nothing of hundreds of visitors.

Although the control system is entirely automatic in operation cooperation of passengers is essential to its complete success, speed in entering and leaving elevators being requisite to the faster schedules established for the benefit of all who use the cars.

Operation of elevators in the general office building has always been highly efficient but automatic control is a step in advance that will enable every employe to reach desk from the street, or street from the desk more rapidly and without confusion if proper cooperation is given.

The master control board on the ground floor indicates operation of each car, and can be set by the starter so that round trip running time of elevators may be extended or reduced. By an ingenious motor-driven device this indicator shows when each car should leave top and ground floors, and flashes a red signal when any elevator falls behind schedule. White lights dispatch cars from ground floor, and green lights from the upper terminal. These signals automatically are duplicated in each elevator car.

Under the old system of elevator dispatching the starter found it difficult to keep cars equally spaced in the shaftway. After a car left the ground floor the starter could only guess at the length of time it would take an operator to complete a round trip. On account of waiting for passengers, cars frequently became grouped, so that there were long delays between cars and during the rush periods, some floors received inadequate service.

Some 2,600 persons crowd into the elevators in the twenty minute period between 4:55 p.m. and 5:15 p.m. This rush is duplicated each morning between 7:55 a.m. and 8:25 a.m., while between noon and 1:10 p.m. more than 6,000 are carried up or down the shafts.

The automatic control service is simplifying the handling of crowds during these daily rush periods. Even though elevator operators may sometimes close doors almost in the face of someone desiring to ascend or descend, that person actually gets faster and better service by waiting for the next car.

He will not have long to wait. The cars now operate equi-distant, one from the other, maintaining a stipulated headway in the shafts so that there can be no delays between cars. Every trip of every car is run on scheduled time.

Lights in each car flash automatic starting orders to the operator at both top and ground floor terminals. When the red light flashes the operator knows that he is late and must hurry to maintain the schedule. The operator will stop the car for persons within six feet of the doors but cannot wait, as was formerly customary, for passengers not close enough to board the car quickly. This works no hardship as under automatic control the next car will stop within a very few seconds.

Passengers can greatly facilitate elevator operation by stepping quickly into the cars and taking positions as far from the doors as possible, thus making room for those boarding elevators at subsequent stops. Persons who, upon boarding an elevator stand as close to the door as possible, are often responsible for confusion, and actually lose time rather than saving it, besides inconveniencing their fellow passengers.

Stop-watch tests prove that automatic elevator control gets the employe to and from his floor with an average saving of several seconds each way. This is a convenience to commuters to whom seconds may mean the loss of a boat or train and subsequent delays of from twenty minutes to half an hour.

Whenever you ride in an elevator try to observe these simple rules:

Press indicator button again if car has passed your floor without stopping. This for the reason that when a car passes floor it clears and extinguishes signal lights not only over the floor doors, but in the following cars.

Step quickly into car.

Stand as far back in car as possible.

Move aside quickly when those in back of you desire to leave car.

Call your floor early and clearly.

Leave car quickly; but without pushing.

Do not try to brush into car when operator is closing gates. He is striving to maintain schedules that work to your benefit.

"TIPS" TO FOREIGN AGENTS IS AID TO BUSINESS GETTING

General Agent H. H. Gray of New York advises that the "tips" on prospective travelers from Europe to United States being sent the Company's foreign agents by employes, have proven of great aid in obtaining routings over Southern Pacific Lines. Employes who have friends or relatives planning to sail from Europe to this country are urged to forward their names to agents of the Company in Europe, so that tickets may be sold to the advantage of Southern Pacific. These agents are:

Genoa, (4) Italy, via Roma 8a, Brizzolesi, Kemsley and Millbourn; Hamburg, Germany, 18 Glockengiesserwall, G. Kehr; Liverpool, England, 21 Water St., R. G. Bonsor; London, England, 49 Ledenhall St., R. G. Bonsor; Milan, Italy, via Monte Napoleone, 1, Brizzolesi, Kemsley and Millbourn; Paris, France, 3 Rue Tronchet, H. Desmidt; Rome, Italy, Piazza de Spagna, 28, Brizzolesi, Kemsley and Millbourn; Turin, Italy, Corso Bramante, 6, Brizzolesi, Kemsley and Millbourn.

ENGINEMEN HOLD BARBECUE AT MISSION BAY ROUNDHOUSE

Anyone in the vicinity of the enginemen's room at Mission Bay roundhouse April 19 may have thought there was a birthday celebration going on, or a farewell being tendered some retiring veteran. But it was just a real old-fashioned barbecue participated in by enginemen and the roundhouse clerical force, who joined in a bit of fraternizing and general good fellowship.

Forty steaks were made way with during the lunch time from 11 a. m. to 2 p. m. and all hands joined in praising the cooks—Engineers "Billy" Thompson and George Ryan, and Firemen Walter Thompson and E. H. Hoover. Wives of the enginemen donated the remainder of the menu, consisting of beans, vegetables, pie, cake, fruit and coffee. Engineer Ed Tooker brought down his fine radio set and treated the boys to musical programs during the meal.

The affair was arranged by a committee consisting of Engineers Thompson and Ryan, Fireman Fitzgerald and Roundhouse Clerk R. J. Robinson. Enginemen who were on the layover period and others who happened to be at the roundhouse when the dinner gong was sounded, took part. Now that the first barbecue was such a success, it is likely that others will be held so that engineers and firemen running out of San Francisco will have a chance to get acquainted socially, as well as professionally.

'GENTLEMAN CONDUCTOR' DIES

Charles A. Tupper, known among fellow trainmen as the "gentleman conductor," died April 5 at the home of his son, Waldo C. Tupper, in Los Angeles. After 39 years' service Tupper was retired on pension last December. He started with the company as a brakeman on the San Joaquin division in November, 1887. Soon afterward he was promoted to conductor and transferred to Los Angeles division. He was the son of a former premier of Canada.

BULLFROGS IN TOURIST PARTY

A party of 20,000 "croakers" constituted an unusual party of tourists handled over Southern Pacific Lines recently, when that many huge bullfrogs were shipped by express from Louisville, Ky., to the Pacific Coast, en route to Yokohama, where they will stock a bullfrog farm. The frogs were shipped in 200 specially designed water-tight cases.

MAYTAGS CAME FROM IOWA

The seven solid train loads of Maytag washing machines which were recently shipped to Western distribution points, were started out of Newton, Iowa, the home city of the company's factory, instead of Chicago, as was stated in the March Bulletin. The shipment is said to be the world's largest individual consignment of merchandise.

Prize Trip Is Awarded Enginemen for Fuel Saving Work

As a reward for their excellent results in fuel conservation and their general interest in fuel economy work during the last year, the enginemen and fuel clerk shown above were selected as delegates to represent Southern Pacific at the annual convention of the International Railway Fuel Association, to be held in Chicago May 10 to 13. The prize trip is an annual award and is the incentive for keen competition and friendly rivalry among the enginemen of Pacific Lines. The party of delegates, several of whom will be accompanied by members of their families, will leave San Francisco May 5, in charge of J. N. Clark, chief fuel supervisor. Stops en-route will be made at Roseville and Carlin, where the delegates will attend division fuel committee meetings. The trip east from Ogden will be made via the Royal Gorge and the Burlington route. Assistant General Manager T. H. Williams will address the convention on the subject, "Fuel Economies in long Locomotive Runs;" R. S. Twogood, assistant engineer, will speak on "Stationary Power Plants;" and Mr. Clark, who is an ex-president of the association, will speak on "Storage of Fuel Oil." E. C. Moore, fuel clerk of Salt Lake Division, was also selected as a delegate, the trip being awarded him in recognition of the efficient manner in which he handled his division's fuel statistics. Last two names, fourth row, should be: Engineer E. F. Hacox and Engineer W. E. Clark. Error discovered after cut was made.

Motor Transport Service To Be Provided by S. P. Subsidiary

ENTRANCE of the Southern Pacific company into the highway motor transport field, as auxiliary to its railroad operations, was announced April 19, with the filing of articles of incorporation of the Southern Pacific Motor Transport Company, a California corporation, with the Secretary of State at Sacramento. The object and purpose for which this corporation is formed, according to the articles of incorporation, include the following: to hold, own, control, lease, purchase, sell, operate and manage motor stages and motor trucks on streets and highways, public or private, within and without the state of California.

San Francisco is given as the principal place of business and the capital stock consists of 10,000 shares of no par value. Officers are not yet named.

Commenting on the organization of this Southern Pacific Motor Transport Company, Paul Shoup, executive vice-president of the Southern Pacific, made the following statement:

"The competition of privately-owned machines and of motor bus companies in connection with the construction of good highways in the territory served by this company, has so decreased the earnings from certain trains, especially those engaged in branch line service, as to necessitate taking off these trains.

"It is desirable wherever practicable that the gap thus created be filled by dependable motor bus service established upon the highway, more especially that connections with trains may be maintained. In many instances this can be accomplished with the lesser operating costs of the motor bus, compared with the train and the added support to be gained from the traffic adjacent to the highways traversed.

"For these reasons, the Southern Pacific Motor Transport Company has been organized, as a separate corporation, with independent operation. This service will be developed as the need arises. The company will be empowered to engage in all forms of transportation, but for the time being its plans look only toward a passenger, baggage, mail and express service.

"It is, perhaps, proper to state, in view of various rumors, that the Southern Pacific company does not own any interest anywhere in any other motor bus or truck company."

INSURANCE APPRECIATED

Mrs. Nellie Hancock, of Dawson, N. M., and her daughter, Miss Jessie, have written Superintendent C. M. Murphy, thanking the Southern Pacific for the privilege given them of obtaining insurance through the employes' group plan, which was of great assistance to them when their husband and father, Yardman Robert Hancock, died recently.

S. P. MAN IS AUTHOR OF NEW BOOK ON ENGINEERING

C. M. Kurtz, assistant engineer in the chief engineer's office, has, this month, made his second contribution to the technology of his profession in his new book entitled, "Track and Turnout Engineering," published by the Simmons-Boardman Publishing Company of New York and London.

C. M. Kurtz

The book represents the results of 25 years of practical experience and about five years of work in preparing the manuscript. It contains new material, which has not heretofore appeared in any handbook on railway engineering.

Its 457 pages include chapters devoted to the designing of frogs, crossings, switches, definitions, etc., as well as chapters on practical mathematical treatments of all kinds of track layout problems and vertical curves. Complete solutions of examples, many of which were encountered in practice, are given. Original and short-cut methods are outlined and original tables therefor, as well as all the trigonometrical function tables, both natural and logarithmic, are included. It is liberally illustrated by 116 figures.

The book is attractively bound in a black flexible cover and will conveniently fit a coat pocket. It is primarily published as a field and text-book to supersede the author's first contribution, "Modern Location of Standard Turnouts," now out of print, and which was used as a textbook by the University of California and other universities.

Besides his years on Southern Pacific construction work since 1902, in field and general offices, Kurtz, who holds a bachelor of science degree in civil engineering from the University of Wisconsin, has had varied experiences on location and maintenance work with the C. M. & St. P. Ry.; New York Central & Hudson River R. R.; Atchison, Topeka & Santa Fe Ry. (coast lines); as structural engineer for the Northwestern Pacific R. R.; assistant engineer for the Paige Iron Works, manufacturers of frogs, switches and special track work, and is, therefore, well qualified to outline the subjects treated in a very practical manner.

EASTER BUNNY VISITS LITTLE TRAVELERS ON S. P. TRAINS

Children traveling on Southern Pacific limited trains Easter morning were not neglected by the famous "bunny." Under direction of the dining car steward, many Easter egg hunts were staged in observation cars, and hundreds of pounds of candy eggs and rabbits were distributed to the youngsters. Special Easter packages were prepared for the occasion.

Cascade Line Is Opened With New Trains and Fast Service

WITH the opening of Southern Pacific's new 270 mile Cascade Line through Oregon on April 17, the "Cascade," a new train, was placed in service and the former Puget Sound Express was replaced by the "West Coast."

The "Cascade" is an all-Pullman train and clips three hours and thirty minutes from the previous fastest schedule time between San Francisco and Portland, making the trip via Klamath Falls in 23 hours and 30 minutes. It is an extra fare train, an additional charge of three dollars being made for the through trip. Equipment is of the latest design in every respect. Although equal in size to standard sixteen section cars, the new Pullmans in this train have only fourteen sections, the additional space being devoted to more commodious dressing rooms. The train carries a drawing room and compartment car, dining car, club car and observation car with mail service and a barber shop.

The "West Coast" runs on the fastest schedule ever made between Los Angeles and Puget Sound points. Portland is brought seven and one-half hours closer to Los Angeles, and nine and one-quarter hours are taken from the former running time between Seattle and Los Angeles. The train operates through the San Joaquin and Sacramento Valleys via Stockton and Sacramento.

The "Shasta" will continue to operate over the Siskiyou line carrying all standard equipment.

BIG TRAFFIC MOVEMENTS ON SAN DIEGO & ARIZONA

With the closing of the racing season at Tijuana, considerable passenger and freight traffic was handled out of San Diego over the San Diego & Arizona. Through the persistent work of District Freight and Passenger Agent A. D. Hagaman and City Ticket Agent W. A. Douthett, the Southern Pacific and S. D. & A. received a large share of the business in moving the cars of race horses east of Aurora, Ill., and north to Calgary, also the handling of a large amount of the passenger business.

Another recent traffic movement of considerable importance over the S. D. & A. and S. P. was the special train of "good will" travelers, consisting of many prominent business men and women of San Diego who spent six days visiting southern Arizona cities in promoting a mutual feeling of good will.

Young Man—"Can I have this dance, madame?"

Young Lady—"No, I am too danced out!"

Young Man (a trifle deaf)—"You're not, madame; you're just pleasingly plump."—Ex.

Names of the recently retired pensioners shown in this group are named in the list at bottom of the page.

"Half Century" Veterans Head S. P. Pensioners

TWO "half century" veterans head the list of pensioners, in point of service, who have just recently been retired from active service. Michael Lynch, crossing watchman at Highgrove, on the Los Angeles Division, retires after a service with the Company of 51 years 4 months, and Howard D. Antrim, train baggageman, working out of Oakland Pier, completes an even 50 years of railroad work.

Lynch has alternated his long service on the Los Angeles and Tucson Divisions, starting as a laborer in the maintenance of way forces of the former division, in November, 1875. For a year he was a trucker in the freight house at Los Angeles before going to the Tucson Division as laborer in 1879, where he remained until 1882, when he returned to the freight station at Los Angeles. He again went to Tucson Division in 1886, where he served for a year as section foreman. He returned to Los Angeles Division to serve as section foreman at various places on the division until 1915, when he took up the duties of crossing watchman.

Antrim started as a chainman and levelman in April, 1877, working on the old South Pacific Coast Railway. In 1880 he took a position of train baggageman on the Coast Division and was later promoted to conductor. Some time after that he transferred to the Western Division, where he has since remained as train baggageman.

William H. Davis, conductor on the East Bay Electric Lines, retires after a service of 46 years and 9 months. He also started his service with the South Pacific Coast, taking a job as brakeman at Alameda Point in May, 1880. Two years later he was promoted to conductor and continued on the Coast Division until May, 1906, when he transferred to the Western Division. Since December, 1913, he has been conductor on the suburban electric trains.

Andrew Hansen, watchman for the Southern Pacific Steamship Lines at New York, started May, 1884, as quartermaster and sailor at New York. In September, 1886, he was employed as longshoreman. Since April, 1914, he has been watchman at Pier 48 on North River, retiring after 42 years and 10 months service.

Harry Bay, airbrake foreman at Sacramento shops, completes 41 years and 10 months service. He was first employed in May, 1880, and after two years was out of the service for some time. He returned as foreman at Tulare in June, 1885, and in September of that year transferred to Sacramento, where he has since remained.

Peter A. Murray, locomotive engineer of San Joaquin Division, who retires with 41 years and 3 months to his credit, started as a wiper and call boy at Tulare in July, 1885. Early in the year he went out on the road as fireman and in July, 1890, was promoted to engineer. Except for a few months during 1891, when he was located at Wadsworth as engineer, he has been operating on the San Joaquin and Los Angeles Divisions.

Known to Commuters

Harry W. Filbert, who has served in station work as operator and agent from almost one end of Pacific Lines to the other, and who has been a familiar face at the San Francisco Ferry Building as ticket collector since 1915, is retired after 39 years and 5 months service. He started as clerk and operator at Los Angeles in November, 1887. During the following year he was appointed agent at San Gabriel and in 1892 took the same position at Gila Bend, Ariz. After a few months at that station he transferred to Lordsburg, N. M., and later to Yuma, where he remained until 1899. During that year he returned to California as agent at Davis where he was located when assigned to the position of ticket collector at San Francisco.

Louis G. Newell, who has been receiving and delivery clerk at the Park Street Freight Station, in Portland, since November, 1890, is retired with total service of 38 years and 9 months. He started as a trucker at East Portland in March, 1888.

Joshua Parkin, who has been assistant chief engineer on various ferry steamers in San Francisco Bay since 1917, retires after 36 years and 11 months service. He came to the company as a fireman on the steamer "Solano" in April, 1890, and in June, 1906, was promoted to assistant engineer on the "Garden City" and later on the "Melrose."

Chinese Pensioner

Ah Quong has been a section laborer on the Salt Lake Division since May, 1893, and retires while working with an extra gang on that division after 33 years and 8 months service.

Robert Sproul, clerk in the Accounting Department at the General Office in San Francisco, retires after 32 years and 3 months service. He first entered the service in the freight auditor's office in December, 1888, being out of the service for a time after August, 1893. He returned as clerk in the Accounting Department in December, 1894, where he remained until retired.

Albert Thurlow, foreman of passenger car inspectors, Western Division, entered the service as a freight brakeman at Tracy in August, 1895. In February, the next year, he transferred to West Oakland in the Car Department as cleaner, where he has since remained as piper helper and foreman. He retires with 31 years and 7 months service to his credit.

Charles E. Adair, passenger brakeman, who entered the service in that capacity on Los Angeles Division in August, 1897, is retired after 29 years and 7 months service.

Michael Donovan retired while located at Redwood Junction as section foreman, after 26 years and 3 months service. He started in January, 1901, as foreman on the Salt Lake Division, transferring the following year to Galt, on the Stockton Division. Since then he has been foreman at Sisson, Tehama, Mott and Madera.

Edgar L. Guerry, conductor on the Tucson and Rio Grande Divisions, retires after 25 years and 9 months service. He started as a brakeman on Tucson Division in May, 1901. He was promoted to conductor in August, 1905, and in January, 1917, transferred to the Arizona Eastern Railway. Later in that year he returned to the Tucson Division, where he remained until retired.

George F. Gifford, who has been employed as clerk in the Accounting Department of the Steamship Lines at New York, since June, 1904, is retired after 22 years and 8 months service.

Alfred P. Elliott, yardman at Los Angeles, is retired after 20 years and 6 months service. He started as a brakeman in May, 1886, and was in the service until March, 1894. He resigned and did not return until September, 1906, as yardman.

William Young, who has been employed as engine watchman at various points on the Los Angeles Division since he started at Niland in September, 1905, is retired after 20 years and 5 months service.

Alexander McLeod, locomotive painter, completes 20 years and 1 month working in that capacity at the Los Angeles shops.

Gottlieb Scholz, passenger truck builder at Los Angeles shops, completes an even 20 years service. He started as car repairer at Bakersfield in January, 1888. He left the service in 1904 and did not return until April, 1907, as car repairer at Los Angeles.

Recent Additions to the S. P. Honor Roll of Pensioners

	Name	Occupation	Location	Service, Yrs.	Mos.
1	Michael Lynch	Crossing Watchman	Highgrove, Cal.	51	4
2	Howard D. Antrim	Train Baggageman	Oakland Pier	50	0
3	William H. Davis	Conductor	Oakland	46	9
4	Andrew Hansen	Watchman, SPSS Lines	New York	42	10
5	Harry Bay	Airbrake Foreman	Sacramento Shops	41	10
6	Peter A. Murray	Locomotive Engineer	Bakersfield	41	3
7	Harry W. Filbert	Ticket Collector	San Francisco	39	5
8	Louis C. Newell	Check Clerk	Portland, Ore.	38	9
9	Joshua Parkin	Assistant Chief Engineer, Steamer Dept.	San Francisco	36	11
10	Ah Quong	Extra Gang Laborer	Salt Lake Division	33	8
11	Robert Sproul	Clerk	San Francisco	32	3
12	Albert Thurlow,	Foreman, Car Dept.	West Oakland	31	7
13	Charles E. Adair	Passenger Brakeman	Los Angeles	29	7
14	Michael Donovan	Section Foreman	Redwood Junction	26	3
15	Edgar L. Guerry	Conductor	Tucson	25	9
16	George F. Gifford	Clerk, SPSS Lines	New York	22	8
17	Alfred P. Elliott	Yardman	Los Angeles	20	6
18	William Young	Engine Watchman	Pomona, Cal.	20	6
19	Alexander McLeod	Locomotive Painter	Los Angeles Shops	20	1
20	Gottlieb Scholz	Passenger Tk. Builder	Los Angeles Shops	20	0

New S. P. Line Is Opened Down West Coast of Mexico

THE third of Southern Pacific's great new construction projects carried on during the past three years, the closing of the gap in the Southern Pacific Railroad of Mexico's line between Tepic and La Quemada, was completed in April, 1927. This new construction provides a new through route down the west coast of Mexico to Mexico City.

The line was opened with the completion of the Salsipuedes bridge, on April 15. Regular through train service between Nogales and Guadalajara was established immediately after the completion of this bridge construction. Southbound trains leave Nogales on Monday, Thursday and Saturday for Guadalajara, where they connect with the Mexico National Railways' trains for Mexico City. Northbound trains leave Guadalajara for Nogales on Monday, Wednesday and Friday.

Starting of regular train service marks completion of a vast railroad undertaking commenced in 1910. More than 900 miles of the line had been completed up to 1912, when revolutionary conditions in Mexico caused work to be suspended. Not until March 6, 1923, was construction work resumed to close the 103-mile gap between Tepic and La Quemada.

Approximately $14,000,000 was spent in completion of the line. Much of the construction work was through a broken mountainous country and involved many difficult engineering problems. Work was done under the supervision of H. B. Titcomb, president of the Southern Pacific of Mexico. His chief engineer is E. B. Sloan.

"USE THE TRAINS" URGE OF ROSEVILLE CITIZEN

The importance of Southern Pacific in the prosperity and development of Roseville as a thriving community, is called to attention by Chas. E. Johnson, of that city, in a letter appearing in the Roseville Tribune and Register, urging residents to patronize the facilities offered by the railroad. Mr. Johnson stated in part, as follows:

"They (the Southern Pacific) extended its arteries from coast to coast, spanning the valleys, puncturing the hills, felled the forests, suffered persecution, disappointment, and met with struggles of every description in order that we might be connected up with the outside world, kept in touch with the sources of information, and to bring food, clothing, and shelter to millions of people.

"In our little city they have made it possible for us to avail ourselves of every convenience in transportation; we can reach out east, west, north or south for the things we need and have them hauled to the union depot at Roseville. In addition to this, we have periods throughout the year when we must depend entirely upon her extended lines. Then why should we not show some degree of gratefulness by patronizing the facilities they give us at our command? Instead of going to Sacramento on the hus, take the train; when you return, take the train. And you merchants, when ordering commodities have them shipped by freight. We must do this to be consistent with ourselves in carrying out the slogan, 'Trade at Home.'"

BELLS, BIG AND LITTLE, AID RAILROAD WORK

More bells than the mission fathers ever dreamed of importing from Spain to California, are essential to running a railroad. These bells range in size from massive 170-pound locomotive bells down to tiny bells in adding machines and typewriters.

Bells are employed by the Company to announce the time aboard its ships, to warn of danger at grade crossings, to start engines turning on sea-going vessels and ferry steamers, to start or stop electric trains, as fire alarms, fog bells on ferry slips and for countless other useful purposes.

Courtesy of S. P. Trainmen Is Praised

The following tribute to the courteous actions of Southern Pacific trainmen is particularly pleasing since it comes from a representative of another railroad line and expresses a feeling of cordiality between the two companies. Needless to say, the kind words of Mr. Forman are greatly appreciated by Southern Pacific people. The article is reprinted from the Railway Age of March 26, 1927.

HARRY W. FORMAN, assistant to the general manager of the Western Pacific, whose business it is to give lectures on efficiency, courtesy and other subjects to the trainmen of that road throughout its extensive lines, in his latest circular (No. 105, March 14), gets down to "brass tacks" by using, for the illustration of his points some concrete instances, lately observed, of both good and bad conduct; and he preserves the absolute impartiality of his relations with his own men by taking these instances from the everyday life of another road, the Southern Pacific. The circular, addressed to passenger conductors and brakemen, reads, in substance as follows:

Rule 805 reads:

> "Employes should cultivate a graciousness of manner, not only in dealing with the public, but also with fellow employes. Always have in mind the importance of answering questions promptly and cheerfully and otherwise exhibiting a spirit of friendly accommodation. Short, curt replies give offense."

I was on a street car the other day when a well-dressed gentleman entered and started to a seat at the front end of the car, forgetting for the moment to drop his fare in the box. The conductor waited until the man had reached the middle of the well-filled car then examined in an unnecessarily loud and insulting tone, "Say, what are you trying to put over on me? Come back here and pay your fare."

I travel about 20,000 miles a year on Southern Pacific passenger trains and am most favorably impressed with the genuine courtesy and hearty greetings their passenger men always extend to all passengers, regardless of their condition in life. I will recite for your thoughtful consideration a few recent cases coming under my personal observation:

I placed a rather heavy package on the rack above my seat. When I reached my destination the brakeman asked me to please let him take down the package and carry it from the train.

A man was smoking in a car which was not set apart for that purpose. The brakeman caught the man's eye, touched his lips with his finger and shook his head. The smoker thanked him with a nod, got up and walked into the car ahead. I do not think anyone else noted the incident.

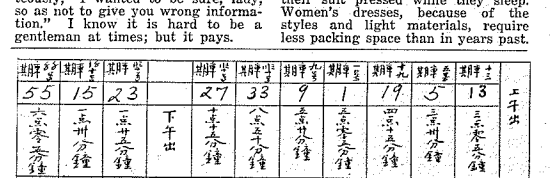
A lady boarded the train at my station. She was carrying an ordinary handbag which did not appear to be heavy. Nevertheless the brakeman said, "Lady, please let me handle that grip." She explained it was not heavy. He replied, "No matter, that is one of the things for which I am paid," then relieved her of it, assisted her on the train, found a seat for her and placed the bag on the rack.

On the first of the month a great many commuters find it necessary to pay fare because of having neglected to buy books of tickets the day before. Often they hand the conductor a $10 bill from which he must deduct about a 38-cent fare, or some such sum and return the proper change with a receipt for the money. Although these trains consist of from three to eight coaches of passengers and conductors are severely taxed to collect all fares before reaching the city, they never exhibit impatience.

When passengers board these trains at different points, the brakemen have a smile for all, and when the conductor collects transportation he always greets everyone with a hearty "good morning," or some cheerful remark.

Should a train be delayed, passengers are told what caused the stop and about how soon the train will be on its way again. This is in marked contrast to an experience I had on another road a year ago. Our train stopped for some time. Eventually a trainman passed through the car and a lady asked him what was causing the delay. He replied, "We just killed a guy." A blunt statement of that kind causes unnecessary distress, especially among women passengers.

A young woman who evidently was inexperienced in traveling, inquired of a Southern Pacific brakeman as to the time her train was due at a station about 100 miles away. He found it necessary to consult his timetable. While he was doing so, she exclaimed, "For God's sake don't you boneheads know anything?" He replied courteously, "I wanted to be sure, lady, so as not to give you wrong information." I know it is hard to be a gentleman at times; but it pays.



This Chinese time table keeps the oriental employes at Roseville posted on arrival and departure of trains, class of equipment, what trains passes are honored on, and other general information. At least that's what we are told and will have to take some one else's word for it. The time table was sent the Bulletin by W. C. Heilbron, lab or foreman at Roseville.

ONE FREIGHT CAR FOR EVERY 45 PERSONS IN U. S.

There is owned and operated by the Class one railroads of the country one freight car for every 45 inhabitants of the United States. Last year 2,518,429 freight and refrigerator cars of all types each averaged 11,108 miles of travel. Each carried the equivalent of 194,001 tons one mile, and, when loaded, carried an average of 27.4 tons per trip. If only loaded trips are counted, each car moved approximately 304,359 tons one mile during 1926. The Class one railroads now own or operate more than 10.7 freight cars to every mile of road.

For carrying the average ton one mile last year the railroads received 1.08 cents. An aggregate of 53,310,000 cars were loaded during 1926, and $210,000,000 was invested in new freight cars.

BENEFICIARY IN LONDON

The far reaching effect of the Company's Group Insurance plan is indicated in a letter of appreciation recently received by Chief Engineer Geo. W. Boschke from a beneficiary living on Hungerford Road, London. The policy was for $2500 paid on the death of a draftsman.

LIGHTER TRUNKS REFLECT THE TREND OF MODERN STYLES

Shorter skirts, plus a great increase in travel conveniences, have lightened the job of the baggageman. The average piece of baggage checked now weighs less than the baggage ten years ago. People are becoming more experienced travelers and they no longer carry with them the vast assortment of clothing and nick-nacks once considered essentials. Men traveling on the limited trains may have their suit pressed while they sleep. Women's dresses, because of the styles and light materials, require less packing space than in years past.

Business Getting Trophy Won by Sacramento Division

SACRAMENTO Division employes accomplished what they set out to do three months ago when the trophy for making the best showing in the business-getting campaign. There was such a great increase in the amount of business obtained from tips on passengr and freight prospects on that division, as compared with the year before, that Sacramento Division was far and away ahead of all other divisions.

David Davis, messenger boy in District Freight Agent Spear's office at Sacramento, carried away the honors as heaviest point winner during the month. David has a system all his own which produced fine results in obtaining prospects for car load shipments. An article about his business-getting work appears elsewhere in the Bulletin.

G. L. Rodda, clerk at Sacramento, and Ernest Harris, clerk at Yuba City, turned in some valuable tips on passenger business, and F. E. Bedient, stenographer at Sacramento, helped out the total score with 1070 points on both classes of traffic.

Shasta Division made the second best showing during the quarter, but fell short of enough new business over its 1926 score to hold the silver and bronze plaque which was awarded it last quarter. Assistant Superintendent J. B. Brennan came through with his usual heavy score, and J. Paul, clerk at Weed, garnered 6200 points on freight business, being the highest score made on Pacific Lines during March.

Abbreviations used in the following list of other recent business getters are: Int., interline; Loc, local; RT, round trip; LCL, less than carload; CL, carload; SRO, standing routing order.

SUCCESSFUL PASSENGER TIPS

General Office

Alsing, H. E., cf. clk., Pension Bur...1RTInt.
Annis, C. H., clk, Frt. Accts.....4Int.
Boedderker, J., ind. loc. clk.....1RTInt.
Bridges, L. A., hd. clk., G.P.O.....5RTInt.
.....4RTLoc.
Castle, J., clk., Lost Prop.....2RTInt.
Cook, A., ch. trans. gd., G.P.O.....1RTInt.
Derrick, Gus, clk., Supt. Trans.....2Int.
Donoghue, M. J., asst. ed., Bur. News.1RTInt.
Hall, Maricita, clk., Comm Dept.....1Int.
Healey, G., clk., Treas. Dept.....1RTInt.
Henmelman, G. R., clk., Pur. Dept.....1Int.
Johnson, A. L., clk., Asst. Gen. Aud....1Int.
Kinell, Miss E., clk., Aud. P. Accts.2RTInt.
Ladeau, ——, clk., Pass. Bur.....1RTInt.
Lutticken, H. F., clk., Legal Dept...1RTLoc.
Mann, A. D., rate clk., G.P.O.....
.....5RTLoc.
McKinnon, T. J., clk., Office of V. P....
.....2Loc.; 2Int.; 2RTInt.
O'Brien, J. W., clk., Ch. Engr.....1Int.
Paterson, G. C., ch. clk., Pres. Office.2RTInt.
Peck, M. A., asst. col. agt., G.P.O....2RTLoc.
Peterson, C. E., rate clk., G.P.O.....
.....2RTInt.; 1Int.
Robinson, R. F., clk., G.F.O.....1Int.
Sturken, F. A., draftsman, Ch. Engr..1RTInt.
Ward, S. P., mgr., Clerical Dept....1RTInt.
Young, Phil, clk., Mailroom.....2Int.

Steamer Division

Bergstrom, G., captain.....2RTInt.
Thomas, A. J., cabin watchman.....4Int.

East Bay Electric

Tyken, L., asst. opr.....2Int.
Van, W. P.....1Int.

Sacramento Division

Bedient, F. E., steno.-clk., Sacramento.....
.....1RTInt.; 1RTLoc.
Chappelle, B. L., spec. officer, Sacramento.....
.....1RTInt.
Cusick, M. L., timekeeper, Sacramento.1Loc.
Cusick, L., M. of W. tmkp., Sacramento.1Loc.
Erb, C. V., teller, Sacramento.....3RTInt.
Fisher, H., brakeman, Sacramento..1RTInt.
Forney, E. L., rt. clk., Sacramento.....5Int.
Fox, E. R., telegrapher, Willows.....2RTInt.
Hall, James, mstr. rpr., Sacramento..2RTInt.
Harris, Ernest, clk., Yuba City....10ORTInt.
McCormick, Geo., asst. div. engr., Sacramento.....2RTInt.
Miskell, J., asst. sta. mstr., Sacramento.....
.....2RTLoc.
Mulford, C. M., frmn., Sacramento..7RTLoc.
Rickard, G. C., secy. to D.F.A., Sacramento.....
.....1RTInt.
Rodda, G. L., clk., Sacramento.....43RTInt.
Schab, G. C., clk., Orland...48RTLoc. 2RTInt.
Sheridan, R. R., R. R. police, Sacramento.....
.....2RTInt.
Spear, C. E., D.F.A., Sacramento...2RTInt.

Young, A. S., engr., Roseville.....4RTInt.

Los Angeles Division

Ahern, Dennis, sec. frmn., Pomona...2Int.
Arbelbide, J. J., signalman, Los Angeles.....
.....5Loc. 4RTLoc.
Baty, H. M., disp., Los Angeles.....2RTInt.
Boyd, Walter A., frt. condr., Los Angeles.....
.....1RTInt.
Branson, L. E., clk., Colton.....1RTInt.
Brown, W. L., ydmn., Los Angeles...1Int.
Burr, R. T., gang frmn., Los Angeles.2RTInt.
Channel, Mr., bggmn, Los Angeles.....2Int.
Gilson, Mr., condr., Los Angeles...1RTInt.
Grealy, Geo. L., engr., Los Angeles..1RTInt.
Grinnell, Wm. R., swchmn., Los Angeles.2Int.
Hanson, Fred, cl. insp., Los Angeles.2RTInt.
Heiser, John, ml. frmn., Los Angeles.2RTLoc.
Huddleston, D. W., steno.-clk., Los Angeles.....
.....2RTInt.
Keegan, A. K., clk., Los Angeles.....
.....1RTInt.
Kellow G. L., asst. gen. yd. mstr., Los Angeles.....2RTInt.
Kent, B. S., bgg. cshr., Los Angeles..2RTInt.
Kilson, L. F., engr., Los Angeles.....1Int.
Kitzmiller, E. D., brkmn., Los Angeles.2Int.
Lomax, Geo. C., care of div. engr., Los Angeles.....2RTInt.
McConachie, John, eng. frmn., Los Angeles.....1Int.
McIntosh, R. G., telegrapher, Redlands..1Int.
Milne, Geo. S., chf. clk., Los Angeles...1Int.
Mothershead, M., asst. gen. ydmstr., Los Angeles.....1Int.
Olds, C. B., chf. clk., Los Angeles....2RTInt.
Parsons, C. J., asst. engr., Los Angeles.....
.....1RTInt.
Riley, R. T., clk., Glendale.....1Int.
Roberson, Will, dist. bgg. agt., L. A..1RTInt.
Sheffield, C. G., dist. bgg. agt., L. A...2Int.
Swigert, Roy, parcel ch. frm., Los Angeles.....1RTInt.; 1Int.
Witt, Mr., steward, Los Angeles...1RTInt.

Coast Division

Anderson, S. J., whsmn., Gonzales.....1Int.
Coleman, I. M., clk., San Francisco.6RTLoc.
Davis, Eugene, clk., San Francisco..1RTInt.
Flocking, F. J., ydmn., San Jose.....1RTInt.
Gibson, Wm., engr., San Francisco....1Int.
Grennan, Pat, frt. office, Palo Alto..1RTInt.
Hayes, H., clerk, San Francisco.....2RTInt.
Machado, Geo., billing clk., San Jose..3Int.
Middendorf, H., carpenter, S. F.....1RTInt.
Moline, Ben, store dept., Bay Shore...1Int.
Rogers, E. G., brkmn, Coast Div., S. P.1Loc.
Sophus, W. G., hostler, San Francisco..2Int.
Stubbles, R. L., swtchmn, S. F.....1Int.

San Joaquin Division

Briley, A., opr., Tulare.....1RTInt.
Burr, B. O., rt. clk., Fresno.....1RTLoc.
Cameron, Phil L., opr., Kingsburg...4RTInt.
Carson, E. B., ydmn., Fresno.....1RTInt.
Emmons, J. W., frt. agt., Fresno.....2Int.
Farley, E. P., tkt. clk., Visalia.....1RTInt.
Gilson, P. C., condr., Fresno.....1RTInt.
Goodrich, Dr. W. W., surgeon, San Joaquin.....
.....2RTInt.
Graham, special agt., Bakersfield.....2RTInt.
Ketteman, A. G., opr., Sauzer.1Int.; 1RTInt.
Knott, H. H., telegrapher, Dinuba.....1Int.
Maas, E. H., T.F.A., Fresno.....1RTInt.
Nelson, P. F., cashier, Dinuba.....1RTInt.
Schmitt, A. J., chief clerk, Fresno.....2Int.
Phillip Nared, clerk, Porterville.....2Int.

Western Division

Danis, Mr., conductor.....2Int.; 1Loc.
Eckberg, G. C.....2Int.
Field, H. N., foreman.....1RTInt.
Freman, F. S., clerk.....1Loc.
Gale, A. L., operator, Santa Rosa....1Int.
Hillinge, J., operator.....1RTInt.
Hakes, U. L., agent.....1RTLoc.
Jacobus, Chas., chief clerk.....1RTInt.
Kirwin, D., clerk, South Vallejo.....2Int.
Loucks, F. W., clerk.....1RTInt.
Lang, W. H., foreman.....1RTInt.
Lemore, J., trn. elec.....1Int.
Miller, Chas., freight agent.3RTInt.; 1RTLoc.
Maytisch, Ia., asst. chf. clk.....2Loc.
Russ, A. K., baggageman.....4RTInt.
Smith, Andrew, ted cap.....1RTInt.
Sillers, C. R., agent.....2Int.
Taylor, H. L., agent, South Vallejo....2Int.
Thomann, H., cashier, South Vallejo.2RTInt.
Tullis, J. R., yardman.....1RTInt.
Wayne, H. E., clerk.....1RTInt.

Portland Division

Armbruster, C. J., clerk, Portland...1RTLoc.
Brockwell, L. A., D.F.A., Portland...3Loc.
Cornelius, R. V., telegrapher, Albany..1RTInt.
Coleman, H. E., chief clerk, Roseburg..2Int.
Crittenden, C. J., telgr., Hillsboro..1RTLoc.
Chaimov, P. M., asst. chf. clk., Portland..
.....1RTLoc.
Dick, George, cashier, Silverton.....1Int.
Fegley, R., chf. clerk, Corvallis.....1Loc.
Fredericksen, A. F., telgr., Corvallis...
.....2Loc.; 1RTLoc.; 2Int.; 47RTInt.
Gray, W. M., chief clerk, Portland....2Loc.
Hagg, F. G., clk. whsmn, Roseburg.....
.....1Loc.; 3RTLoc.; 2Int.
Hardesty, M. P., telgr., Corvallis.....
.....2Loc.; 2RTLoc.; 13Int.; 1RTInt.
Humphrey, J. P., clerk, Carlton.....1Int.
Jones, R. A., telegrapher, Roseburg...3Int.
Larwood, J. E., conductor, Portland....6Loc.
Murray, N. V., mail bgr., Portland.....
.....1Loc.; 1RTLoc.
Ohm, Robert, mail clerk, Portland....1Loc.
Olsen, H. D., frt. agt., Portland.....2Int.
Olson, O. H., bill clerk, Silverton.....1Int.
Owens, Laura, steno., Portland.....6RTLoc.
Singer, Ben B. & B. frmn., Portland...2Loc.
Smith, J. R., telgr., Wheeler.....1Int.
Woods, F. D., air brk. insp., Portland..1Loc.

Shasta Division

Brandenburg, H. O., clerk, Klamath Falls.....
.....4RTInt.
Cooper A. B., opr., Mt. Shasta.....1Int.
Eagles, Mrs. M. A., clk., Dunsmuir....1Int.
Murphy, E. P., opr., Weed.....1RTInt.
Paul, J., clerk, Weed.....5Int.; 6RTInt.
Wortman, H. G., clerk, Weed.....3Int.

Stockton Division

Anderson, M. C., secy., Merced.....3Int.
Cooley, A. C., opr., Galt.....1RTInt.
Berger, P. A., conductor, Tracy.....1Int.
Dougherty, G. S., bggmn, Stockton..4RTInt.
Fuller, R. G., bggmn, Lodi.....3RTInt.

USE THIS CARD FOR YOUR TRAFFIC TIP

R. R. B.

Superintendent
or
District Freight and Passenger Agent,

SOUTHERN PACIFIC CO.,

(ADDRESS)

PREFERRED ATTENTION.

Gallego, A. R., chf. clk., Merced.....
.....23RTLoc.; 2RTLoc.
Rice, C. R., disp., Stockton.....4RTInt.
Siefer, F. E., div. engr., Stockton.....1Int.

Salt Lake Division

Corey, E. C., chf. clk., S. L. City...3RTInt.
Fry, Lola, steno., Salt Lake City....2RTInt.
Hall, Virgil, clerk, Carlin....2RTInt.; 1Loc.
Petty, W. R., agent, Lakeside.....3RTLoc.
Spackman, W. P., tckt. clk., S. L. C..1RTInt.
Stone, F. N., pass brkman., Ogden..4RTInt.
Williamson, T. L., rdmstr., Mina.....
.....2RTInt.; 1RTLoc.

New Mexico Division

Hall, G. H., rt. clk., El Paso.....1Int.
Cooksey, B. B., engr., El Paso.....1Int.
Huff, C. O., chf. rt. clk., El Paso.....3Int.

Rio Grande Division

Huff, C. O., chf. rt. clk., El Paso.....2Loc.

Tucson Division

Casey, E. B., condr., Tucson.....1Loc.
Haskel, H. C., brkmn. El Paso.....1Int.
Pironi, Geo., clerk, Tucson.....2Int.

SUCCESSFUL FREIGHT TIPS

Los Angeles Division

Adams, F. B., ind. clk., Los Angeles....8CL
Anderson, A. V., chf. clk., San Pedro..38RO
Baldwin, Jas., foreman, Los Angeles...8CL
Bailey, J., ind. clk., Los Angeles.....91CL
Barker, A. W., oper., El Monte..16CL; 1CLoc.
Beaumont, R. O., oper., Covina..61CL; 3SRO
Beaton, John, oper., Shorb.....1CL
Berkholdt, C. M., cashier, San Pedro..18RO
Brooks, J. W., clk., Long Beach..2CL; 21SRO
Brown, Marion, clk., Los Angeles.....1CL
Caldwell, Karl, pass. agt., San Pedro...1CL
Cummings, Jas. N., clk., Los Angeles..12CL
Cross, R. J., chf. scr. bur., Los Angeles.10CL
Crouse, C. L., clk., Pasadena.....
.....13CL; 1SRO; 1LCL
Delaney, H. C., clk., Wilmington.....1LCL
Earhart, E. P., clk., Fillmore.....9SRO
Goetz, Herman, clk., Pasadena...2CL; 2LCL
Grouger, F. J., cshr., Glendale.....3CL
Haskell, Geo., clk., Pasadena.....
.....3CL; 1LCL; 1SRO
Hayes, C. G., ind. clk., Los Angeles...61CL
Healey, C. F., telegrapher, Colton.....1CL
Higby, J. W., brkman, Los Angeles....1CL
Jones, C. E., clm. inspr., Los Angeles..1CL
La Mont, J., clk., Los Angeles.....4CL
Law, Preston, clk., Calexico.....41SRO
Livermore, C. D., chf. clk., Santa Barbara.....
.....1CL; 1LCL
Mayhew, O. H., telegrapher, Ontario....6CL
Melcher, J. J., cashier, Burbank.....24CL
Moody, C. G., ind. clk., Los Angeles...6CL
Morrison, H. E., ind. clk., Los Angeles..1CL
Myers, Geo. M., clk., Los Angeles...15CL
Neary, J. V., clk., El Centro...1CL; 7SRO
O'Connor, J. F., foreman, Los Angeles..9CL
Page, John W., ind. clk., Los Angeles..10CL
Parkinson, J., foreman, Los Angeles...9CL
Pope, W. W., clk., Los Angeles.....3CL
Rapp, L. A., clk., Glendale.....1LCL
Smith, J. S., telegrapher, El Centro...15CL
Sturdevant, T., clk., Pasadena...5CL; 1LCL
Terry, H. F., clk., Glendale.....13CL
Watts, H. B., clk., Glendale.....11CL

Official Score Board

Divisions	Score for Jan. Feb. Mar. 1926	Score for Jan. Feb. Mar. 1927	Standing
Sacramento	8,345	25,740	308%
Shasta	18,365	26,895	141%
Western	9,860	16,065	163%
Steamer	90	120	133%
New Mexico	700	495	70%
Coast	5,840	3,010	52%
Los Angeles	153,015	88,180	51%
Salt Lake	3,515	1,570	45%
General Office	7,370	2,320	43%
East Bay Electric	365	140	38%
San Joaquin	8,260	2,550	31%
Stockton	91,035	23,865	26%
Portland	88,775	23,485	26%
Rio Grande	12,635	735	10%
Tucson	3,520	275	10%

Shasta Division

Breenan, J. D., asst. supt., Dunsmuir..96CL
Black, W. J., foreman, Cottonwood....2CL
Bonham, G. R., cashier, Red Bluff....18CL
Cooper, A. B., cashier, Mt. Shasta.....22CL
Davis, A. C., cashier, Redding.....1CL
Maxwell, W. G., sec. foreman, Gazelle.18RO
Paul, J., clerk, Weed.....124CL
Peterson, O. F., oper., Mt. Shasta.....22CL
Rupp, E. H., oper., Mt. Shasta.....22CL
Willingham, Mrs., clerk, Redding.....1CL

Salt Lake Division

Carano, L., clerk, Reno.....18RO

Stockton Division

Anderson, M. C., secy. D. F. & P. A., Merced 38RO
Brooke, E. M., clerk, Stockton.....6CL
Chisum, Frank, yard clerk, Merced.....1CL
Faulkner, E. C., clerk, Merced.....1CL
Gallego, A. R., chf. clk., Merced..5CL; 31SRO
McLean, J. D., clerk, Lodi.....58SRO
McNamara, L. B., chief clerk, Merced..4CL
Penoyer, J. L., steno.-clk., Modesto.....
.....4CL; 6SRO
Van Loon, G. A., chief clerk, Modesto..1CL

Western D vision

Borges, J., cashier, Richmond.....1CL
Casey, D. J., cashier, Crockett.....1CL
Crecelius, A., cashier, Santa Rosa...18RO
Cullen, J. A., chief clerk, Oakland.....1CL
Jacobus, C. E., chief clerk, Oakland...2CL
Peters, J. A., cashier, Woodland.....9CL
Saunders, Miss O. Y., steno., Oakland..36CL
Sullivan, D. P., whseman, Benicia.....
.....1CL; 2LCL

Sacramento Division

Bedient, F. E., steno.-clk., Sacramento.....
.....1LCL; 20CL
Cole, E. C., cashier, Chico.....3CL
Crum, J., clerk, Sacramento.....2CL
Davis, David, messenger, Sacramento..110CL
Forney, E. L., clerk, Sacramento.....2CL
Owen, D. R., D. P. A., Sacramento....8CL
Paladini, Earl, clerk, Sacramento.....1CL

Coast Division

Bara, G., car checker, San Jose.....1CL
Boyd, Charles, car insp., San Jose....11CL
Machado, Geo., clk., San Jose.....5CL

San Joaquin Division

Burr, B. O., clerk, Fresno.....5CL; 1LCL
Kagley J. L., clerk, Porterville.....4SRO

New Mexico Division

Kline, W. H., cashier, El Paso.....1CL
Quinn, J. T., cashier, Clifton.....1CL
Rowell, L. G., trav. pass. agt., El Paso..1CL
Staley, T. D., clk., El Paso.....1LCL

East Bay Electric Division

O'Neal, W. J., conductor, Oakland.....1CL

General Office

Croft, Thos. H., clk., valuation dept...18RO

Portland Division

Alley, F. M., car clk., Salem.....1CL
Ayers, W. R., chf. clk., Portland.....1CL
Burch, E. E., clk., Salem.....18RO
Dorman, A. E., clk., Grants Pass..5CL; 18RO
McCabe, C. K., yard clerk, Albany..16CL
Proudfit, V. C., telegrapher, Portland..2CL
Widener, Wm. P., cashier, Grants Pass.....
.....4CL; 4LCL

MANY SAFETY SUGGESTIONS MADE AT MARCH MEETINGS

Nineteen safety committee meetings were held during March, attended by 847 safety committeemen and visitors; 1186 safety suggestions were discussed; 24 papers, prepared by safety committeemen on accident prevention, read, and reports received to the effect that 6,689 employes were talked to personally by safety committeemen on safety matters. Full details are given below:

Committee	Attd.	Sugs.	Talk by
Salt Lake Div.			
Ter. & Shop	32	21	D. L. Kline
Sacramento Gen.			
Shops & Stores	42	97	S. A. Hudson
Stockton Division	43	68	R. C. Ferguson
			L. A. Bennett
Los Angeles Gen.			
Shops & Stores	21	41	Joe Passarine
San Joaquin Div.	43	32	E. T. Pratt
New Mexico Div.	49	96	Wm. Watkins
Sacramento Div	45	103	W. M. Stillman
Rio Grande Div.	29	54	R. D. Hendricks
Shasta Division	90	107	P. H. Marks
Portland Division	55	133	Claude Jones
El Paso Gen.			
Shops & Stores	17	101	R.C.Vandewater
Steamer Division	20	64	Phil Williams
Salt Lake Div	64	27	C. L. Hughes
			J. E. Stone
East Bay Elec. Div.	20	49	M. Matthews
Tucson Division	47	33	A. F. Burke
Coast Division			
Ter. & Shop	30	35	B. Hamilton
Coast Division	82	87	P. H. Cosgrave
Western Division	29	53	A. N. Eliasson
			J. Mac-Naughton
Los Angeles Div.	109	28	C. A. Clifford
			E. C. Harms
			G. R. Kahle

Customer (on Sunday morning)—"Give me change for a dime, please."

Druggist—"Sure, and I hope you enjoy the sermon."—The Western Christian Advocate.

PROSPECTIVE BUSINESS TIP

"EVERY EMPLOYE A BUSINESS GETTER"

.....Station.....192....

Mr.....(Street Address).....

City.....State.....Phone No.....

{ is planning a trip to.....leaving on or

about..... There will be.....person(s) in the party.

{ will have a shipment of freight going to.....

about..... There will be approximately.....tons to ship.

(Date)

SUGGESTIONS: .....

.....

.....

Signature.....

Employment.....

Leaders in Fuel Saving

The following engineers and firemen were awarded proficiency certificates for having attained the highest honors in fuel conservation during February, 1927:

WESTERN DIVISION

Engineers	Firemen
J. D. Ivey	J. A. Sanden
H. Scott	E. Booker
A. C. Wright	C. M. White
A. W. Losee	A. W. Payne
J. A. Launtz	C. Van Epen
J. R. Falvey	C. M. Simmons
H. M.Hoos	A. J. Leiser
C. R. Kimic	W. A. Vetter
J. B. Lyons	G. R. Frederickson
H. N. Weymouth	O. E. Nelson

SACRAMENTO DIVISION

A. W. Greenway	C. D. Hite
S. S. Judy	E. J. Surko
W. E. Clark	S. L. Harrigan
J. E. DeReemer	M. D. Taylor
R. S. Wheeler	J. H. Brusso
T. A. Wright	W. L. White
W. W. Tassie	W. E. Bohn
W. J. McKnight	H. R. Cobbe
A. E. Brown	H. E. Frost
M. Hurley	C. A. Dungan

SALT LAKE DIVISION

E. J. Glantz	J. C. Preston
L. H. Davis	J. S. Dorfner
L. N. Kane	A. J. Boast
G. C. Walker	L. F. Cunningham
E. F. Hecox	W. F. Whiteley
A. Trewick	A. C. Everett
E. W. Younghans	J. E. Swanson
H. J. Trunbau	L. J. Valverde
C. J. Wolfe	H. E. Widaman
B. F. Cauble	L. A. Benson
G. L. Ware	P. A. Parson
J. Austad	R. C. Hayden
L. Long	A. M. Hunter
R. R. Morsehead	E. E. Thurman
N. Gudmundson	S. N. Darlington
E. O. Halsted	J. McDonald
E. C. Baum	D. H. Woolsey
F. Span	B. P. Nelson
W. E. Quillinan	J. D. Maher
C. E. Rother	E. R. Minola

SHASTA DIVISION

F. W. Halsey	J. E. Sylvia
J. G. Fidler	W. J. Stevenson
D. S. Whitney	C. M. Reid
W. F. Long	M. E. Plymate
W. E. Hull	G. S. Beck
C. E. Shippey	J. J. Robinson
W. McDowell	V. G. Hawthorne
J. W. Thornton	F. Brocke
G. J. Marsh	C. W. Hale
J. S. Hanna	A. C. Demers

PORTLAND DIVISION

W. A. Andersen	D. L. Downing
E. Bingham	P. Hagelin
A. M. Chamberlin	A. Handley
G. Edlund	W. E. Irwin
C. Ellerbeck	J. W. Leonard
F. L. Johnson	A. A. Look
A. McCarthy	H. A. Morse
W. A. McDonald	C. E. Smith
O. F. Riebel	L. J. Snider
B. W. Riggs	A. F. Walker

STOCKTON DIVISION

I. C. Butler	H. W. Hanson
S. E. Hickson	C. L. Williams
R. H. Alberg	E. Trautman
H. E. Schroeder	A. D. Dal Porto
C. E. Grass	J. R. Judge
F. S. Gregory	C. L. McHenry
A. C. Curtice	C. Rasmussen
T. M. Sime	J. Iverson
O. F. DuRee	L. A. Cassaretto
F. M. Faris	W. G. Guidlee

COAST DIVISION

A. W. McCurdy	R. Leeper
A. S. Brown	E. N. Martin
R. B. Hollings	J. F. Corey
R. Johnson	R. A. Bush, Jr.
R. F. Johnson	J. E. Monroe
W. F. Smith	A. E. Rudell
L. A. Everly	J. Dreagy
W. Jones	A. H. Sauer
W. A. Labish	C. H. Malone
C. C. Benbow	J. J. Falk

SAN JOAQUIN DIVISION

T. O. F. Smith	E. A. Brown
W. S. Dodenhoff	M. J. Stinson
J. D. Cox	E. Becking
K. Mealy	C. A. Boggs
I. D. Iler	J. H. Diehl
F. J. Schakow	L. N. Jones
W. C. Morgan	J. Willis
J. H. Tyler	B. A. Fisher
G. Strathern	C. Collins
B. F. Wolfe	W. Brannock

LOS ANGELES DIVISION

W. E. Stoermer	E. H. Lay
O. W. Ertz	C. N. Meadows

FUEL CLERK REWARDED FOR WORK DURING YEAR

No small share of the credit due Los Angeles Division employes for the showing made in winning permanent possession of the fuel saving trophy, goes to W. C. Montgomery, division fuel clerk. It was Montgomery's task to keep careful record of fuel performances and the manner in which handled this statistical work caused Superintendent Gaylord to give him the privilege of accompanying the delegates to the annual convention of the Railway Fuel Association at Chicago.

W. C. Montgomery

Engineers	Firemen
F. W. Ballou	A. C. Young
J. Cram	J. T. Dany
O. H. Verdieck	L. E. Morgan
F. D. Humiston	E. Bloomfield
E. J. Christin	H. D. Smith
C. L. Ketchum	I. R. Howerton
P. J. Frantz	C. A. Naylor
C. B. Diamond	L. K. Calhoun

RIO GRANDE DIVISION

G. A. La Rocque	B. F. Rinkleib
A. C. Caster	B. F. Pontius
W. C. Ten Eyck	M. E. Moore
F. C. Kincaid	O. S. Leggett
T. B. Sullivan	C. A. Ross
W. I. Contraman	E. J. Richards
J. T. Redmond	W. P. Taylor
D. C. Brock	J. C. Moores
E. L. Young	R. E. Wilson
R. B. Armstrong	F. Anderson

NEW MEXICO DIVISION

J. V. Gill	J. C. Alexander
E. W. Cady	K. M. Langley
A. C. Hines	G. L. Strauss
A. A. Phillips	L. J. Adams
E. A. Wells	T. W. Hampton
J. B. Perkins	J. Adams
W. D. Cunningham	J. Ross
J. Linahan	W. B. Leggett
W. J. Collins	P. A. Driscoll
S. A. Barnes	J. W. Ellison

TUCSON DIVISION

J. H. Mensies	W. J. Keyes
J. E. O'Brien	E. J. Carter
W. C. Henrich	H. L. Young
J. R. Gandy	R. C. Schultz
H. E. Fermuer	J. A. Williams
W. H. Lindsay	J. W. Stockwell
C. H. DeMarce	A. M. Adams
F. Earll	F. W. Nield
M. F. Ingham	F. Franklin
W. J. Woodmansee	K. S. Burchett

HIGH SCHOOL CLASS GIVEN TALK ON SOUTHERN PACIFIC ATTRACTIONS

Geo. Anderson, stenographer in the advertising bureau at San Francisco General Office, has adopted a novel means of spreading the fame of Southern Pacific's scenic attractions and passenger facilities.

His younger brother, Harold, recently picked up one of the Apache Trail pamphlets George had brought home and took it to high school, where he gave a five-minute talk on the Apache Trail before his English class. The pamphlet was passed around the class room, causing much favorable comment, and undoubtedly serving as an excellent advertising medium.

George now keeps Harold furnished with the Company's newest pamphlets, which are in turn discussed before the English class.

FOURTH FLOOR BASEBALL TEAM IS LEADING S. F. LEAGUE

The 4th Floor baseball team of the General Office was leading the league at the conclusion of games on April 3. This team has won its three games. Standing of other teams on that date were: 3rd floor, won 4 lost 1; 6th floor, won 3 lost 1; 5th floor, won 2 lost 2; District Auditor, won 1 lost 3; 10th floor, won 1 lost 4; 7 floor, lost 5.

PLANS MADE FOR ANNUAL INDOOR LEAGUE AT SAN FRANCISCO

Indoor baseball league, tennis and horseshoe tournaments, compose the program of sports to be offered by the S. P. Club for both men and women employes at General Offices in San Francisco, this summer.

At a meeting of managers held April 15, final arrangements for the opening of the men's annual indoor baseball league on May 2 were completed. As announced by C. B. Kleupfer, chairman, the league will consist of 16 teams, to be divided into two divisions, with six games to be played each week. It was estimated that the teams will play through a period of three months, including the three-game play-off between champions of the respective divisions. Prizes of a cup and miniature gold baseballs will be presented to the championship team. Plans for a girls' indoor baseball league is also being discussed by the club.

A horseshoe tournament recently started has approximately 50 players participating. A prize will be awarded the winner.

Under the colors of the Southern Pacific Club, 24 employes have entered play in the San Francisco Industrial Athletic Association's annual men's tennis tournament, according to S. P. Ward, chairman of the tennis activities.

An interdepartment track meet will also be held June 19 at Kezar Stadium, San Francisco. Preliminary to this event will be the City Industrial League's track meet to be held the latter part of this month, in which Southern Pacific employes are invited to participate.

OAKLAND LAD WINS HIS ARGUMENT ABOUT LOCOMOTIVE WHISTLE

How many "o's" in a locomotive's toot? Chad Lillie, 10-year-old Oakland lad, residing at 632 Thirty-ninth Street, thinks there should be four "o's" for a long toot, but only two for a short toot. If the principal purpose of words is to convey meanings, Chad wins the argument with flying colors.

Addressing General Manager J. H. Dyer, Chad puts the question as follows:

"Dear sirs: I started an argument with a man who said that the Northern Pacific locomotives do not use signal like this for coming to the crossing: toooot-toooot-toot-toot. I am only a little boy 10 years old and have nothing to prove that I am right, so I wish you would send some letter saying that it is the U. S. Government law if I am right and if I am wrong please tell me.

"P. S.: The signal is two longs and two shorts."

Although Chad's "toooot-toooot, toot-toot" is not a "United States Government law," two long and two short blasts is the signal used on Southern Pacific and on all first-class American railroads by locomotives coming to crossings, Mr. Dyer explained in replying to Chad's letter.

"If grown folks were half as observing as this 10-year-old," Mr. Dyer said, "the grade crossing accident would fade from the list of railroad problems. It is evident that Chad has used both eyes and ears to advantage when near railroad tracks."

VALLEJO DANCE MAY 14

Southern Pacific employes in the vicinity of Vallejo are planning a dance to be held at San Pablo Hall on May 14. Bill Harris and his collegians will furnish the music. Arrangements are being made by William Pope and Alfred Freitas.

IN DEFENSE OF THE RED CAPS

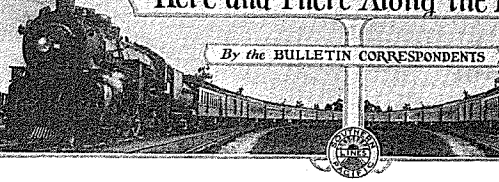
"The harrassing duties of the Red Cap porters," declares a traveler writing in a newspaper, "never stifle politeness. Today I saw one deliver a crippled old lady and her baggage to a taxi. She fumbled with her purse. 'No charge, lady,' said the grinning Red Cap, 'it is a pleasure to help you.' And he bowed and trotted away whistling."

CHANGES IN SAFETY COMMITTEEMEN

Salt Lake Division: A. R. Morsehead, engineer, vice E. J. P. Rowse; W. E. Eastman, conductor, vice W. Beveredge; G. L. Taylor, fireman, vice F. A. Blumstein; H. R. Martin, Brakeman, vice H. King; R. V. Murphy, yardman, vice R. A. Jensen; A. M. Hodge, machinist, vice B. L. Neal; C. A. Smith, lineman, vice T. P. Duzan.

Here and There Along the Line

By the BULLETIN CORRESPONDENTS



San Joaquin Division

By E. G. ROCHE

Superintendent's Office — Bakersfield

H. A. Moore, formerly employed in the Bakersfield yard office, has been assigned position of 8955 clerk in the superintendent's office at Bakersfield.

William "Bill" Tandy, son of Trainmaster Tandy, at Bakersfield, was married Saturday morning, April 9. "Bill" is an employe of the motive power department at Bakersfield. Although the writer has not heard the young lady's name as yet, nevertheless the best wishes of all go to the couple for a happy married life. You fellows that have been married know that don't mean anything, though.

Chief Clerk Gaddy of the master mechanic's office has returned from the San Francisco General Hospital, and is high in his praise of the treatment received.

We have a report that A. R. A. Clerk Hodel has traded for a new home at 1312 Kentucky Street. We don't know what he traded, but after I look the place up in a day or two, I'll know whether he traded his Ford or his bank account. Anyway, for the latter, because, although Fords have been known to do lots of things, I never heard of one buying a home—mine won't anyway.

Our correspondent in the car shops advises Master Car Repairer McClure is complaining that his pipe don't draw very well when he is using somebody's else tobacco.

Well, the baseball season is at hand and the annual tilt between the Yardmen and the Superintendent's Office has been played. From the spectators' standpoint the game was a wow. The final score was 17 to 7, but don't be alarmed, the game was not as bad as that. Up to the last inning the score was nip and tuck. In the last inning the switchmen went to pieces and a couple of errors, together with a few timely hits by the clerks, spelled doom for the Yardmen.

Carlson, Swede by nationality and insurance clerk by profession, baseball pitcher by circumstances, pitched a good game for the clerks, notwithstanding some ragged fielding which was responsible for at least five of the tallies against him. Lawler of the switchmen pitched a good game, but his support was weak at times and his teammates failed to come through with the much-needed runs.

Ug Jackson of the clerks had a better day than usual. (Usually he is rotten, but yesterday he was worse.) Riley, one of the bespeckled members, played like he was playing first. The usual arguments furnished immense amusement. McKinstry, an ardent follower of the manly art of scrambled ears, thought he was at a boxing contest, and when Johnson couldn't get a hit, he yelled, "Lead with your head, Johnson." Lawler didn't have much speed on the pill or he would have immediately discouraged leading with various parts of the anatomy. A delegation of the trainmen was on deck and Riley and Jackson are undecided whether or not they were rooting for them or against them, but they'll remember it anyway for future use.

With all jokes aside some of the best baseball material in years has been unearthed and the San Joaquin division will bear watching in the baseball circle during the coming summer. With a few changes here and there on the clerks' team, using some of the yard players, the team will be second to none on the Pacific system. With one dependable pitcher, Carlson, and a dependable relief man, Lawler, there is no reason why Sacramento, San Francisco, Los Angeles and the Fuel Bureau teams should not taste defeat. Stanley Marshall, playing second for the yardmen, had a gala day—it's never a gala day for Stanley unless he has at least two growls—at this game he had three.

The umpiring was terrible but it got away and for the benefit of our friends in the Fuel Bureau and Sacramento division, the writer did not umpire. Some of the fellow sufferers in Sacramento and San Francisco will wonder why—I'll tell you—in order to make this game interesting, George Morrill and McKinstry decided that a little of the legal tender that is used for buying beans and shirts in United States and real estate in California, should be put up, which was done very promptly. I decided to umpire the game up until I got word from my pawnbroker in a prominent eastern city that all machine guns were either sold or leased to gentlemen of adventure in that city and he thought a sawed-off shotgun was good enough excuse for an umpire. I disagreed with him and somebody else umpired.

At any rate it was an afternoon crammed full of entertainment and George Morrill is to be thanked for the major portion of the effort that made the day possible.

We want to hear from Jack Tracy of the Fuel Bureau. We have a ball team here now and we would like a matter of two ball fields settle with Mr. Tracy's nine. Come on, let's arrange it.

Frank Kavanagh is still eating peanuts and apples for breakfast and the best part of it is he thrives on it.

In view of the fact that Ug Jackson gained 20 per cent in the last month, he is now the leading candidate in the ugly men's contest. Riley hasn't improved his looks any, so he just managed to hold his own. Oscar North has put in his bid for fame but he'll have to plow a little more. Fred Cooper, Jackson's helper, is setting all hands a merry pace.

Hersh Turner has gone through the last month without any accidents, strange as it may seem, and this being the case, Turner will probably be open for some more dinner invitations.

H. G. Stabler, formerly chief clerk's stenographer, is now secretary to Superintendent A. F. Bowles, relieving Harry Parker, who filled the vacancy temporarily.

Roy Sprayberry of the Accounting Department, has purchased a new home on Flower Street, joining the "Own a Home" Club.

HELPFUL COURSES AVAILABLE FOR LOS ANGELES EMPLOYES

The University of California (state university) extension division in Los Angeles offers many courses in the evenings in the downtown district, of practical value to the employes of the Southern Pacific Company. While the completion of these courses does not guarantee promotion, the work helps one in doing his everyday duties.

Enrollment may be made in individual classes, or classes may be formed within the organization and limited to employes of the company. The following courses are suggested as being of particular interest to Southern Pacific employes: Mathematics, public speaking, reinforced concrete, Diesel engines, engineering mechanics, accounting, commercial law, business investment, commercial correspondence, courses in about 200 other subjects are available. A telephone call to the extension division (Vandike 2401), 815 South Hill Street, will secure for you an announcement of courses and a copy of the March schedule.

Shasta Division

By F. BROWN

Superintendent's Office — Dunsmuir

The Southern Pacific Apprentice Club of Dunsmuir held its first annual banquet at the Travelers' Hotel, Dunsmuir, the evening of April 11. A nice dinner was served to the apprentices and their shop associates, afterward followed by a program. E. Pitt, acting as master of ceremonies, introduced various speakers, including E. J. Varnish, mayor of Dunsmuir, who gave a talk on character-building; H. P. Demand, general secretary of the Young Men's Christian Association; C. Bess, master mechanic, and C. B. Wharton, general shop foreman. Music was furnished by the shop orchestra, supplemented by a radio concert.

W. G. Chandler, division special agent, has returned from Medford, Ore., after assisting federal officers in their examination of Hugh D. Autremont, recently taken into custody for his alleged implication in the holdup and robbery of train No. 13, at Siskiyou, October 11, 1923.

George McDowell, veteran locomotive engineer, made his last trip when train No. 14 reached Dunsmuir, March 30, having completed nearly 49 years of active service in the employ of the company. Mr. McDowell started in the service at Sacramento in 1878 as a brakeman. In 1880 he was promoted to the position of conductor and served in that capacity until 1882, when he began service as a fireman and promoted to position of engineer in 1887, three years after his transfer to the Shasta division. His retirement dates from April 1 and completes a most enviable record seldom attained by any employe. Mr. McDowell was 70 years of age March 7 of this year. He was born at McArthur, Vinton County, Ohio, coming to California while a young man. Mr. and Mrs. McDowell will make their future home at Berkeley.

Thomas Jacobson, B. and B. foreman, Ashland, passed away at the Ashland, Ore., Hospital March 20, from dilation of the heart, following an attack of pneumonia. Mr. Jacobson was born in Denmark in 1875 and was employed as a carpenter December 16, 1918, and was promoted to B. and B. foreman May 1, 1923.

Mrs. K. M. Berry, head stenographer, superintendent's office, has returned to her home, after a prolonged illness spent in the General Hospital, and it is hoped that she will return to her duties soon.

Several of our passenger crews have changed their place of residence from Ashland to Dunsmuir on account of the change in time table, which will route some of our passenger trains over the Cascade Line.

Owing to the absence of Agent in his locality, George R. Bonham, cashier of Redding Station, was appointed cashier of the Redding Chamber of Commerce.

Engineer J. G. Fidler and Fireman F. V. Svec were appointed delegates from the Shasta division to the annual convention of the International Railway Fuel Association, to be held in Chicago May 10 to May 13. This is the second time this distinction has been conferred on these gentlemen.

Considerable improvements have been made at Klamath Falls for the convenience of our patrons. A platform has been laid and a spur laid with heating facilities for the accommodation of occupied sleepers which will cut out at this point.

Landlady—"Isn't this good chicken?"

Boarder—"It may have been morally, but physically it's a wreck."—Panther.

Stockton Division

By the
DIVISION CORRESPONDENTS

Modesto has had no errors charged to the station for the first quarter of 1927 in handling freight or station Accounts Current.

Ticket Clerk Dills of Modesto has recently acquired a brand new coupe, a happy smile, a girl and a fancy for orange blossoms.

Janitor Bagas receives many compliments on the way he makes the Modesto passenger station shine.

A fresh car of smudge oil for Union Oil Co., Lodi, from Oleum billed out by shipper at 2 P. M. March 16, car arrived Lodi 8:15 A. M. March 17, car made empty at noon same day and departed empty for Oleum at 3:45 P. M. same date.

Station Baggageman Geo. A. Henry of Lodi was called to Coquille, Oregon, April 9 account death of his father. He was relieved by Clarence Allen, freight handler, who was relieved by S. D. Smith.

Bill Clerk A. H. Besecker has returned to work at Lodi after spending a few days in the General Hospital at San Francisco having a minor operation upon his throat.

Office force at Madera has moved to new freight office.

Operator McMillin is starring in centerfield for Madera Coyotes baseball nine.

M. T. Austin, warehouseman, has accepted position of stenclerk at Modesto.

Leonard Gibson, ticket clerk at Tracy, who has been confined in the General Hospital at San Francisco, due to a "flu" attack; Isadore Flores, trainmaster's clerk, who underwent a nasal operation; and Geo. Silva, boilermaker helper, who was operated on for appendicitis recently, have all reported for duty again, none the worse for their experiences.

W. J. Davis, who recently transferred to the Stockton Division in the capacity of road foreman of engines, has established his residence in Tracy. We are glad to welcome Mr. Davis in our midst.

Elmer E. Foust, 3rd trick crew dispatcher at Tracy Roundhouse, has gone to Tucson for a short visit with his folks.

Personal Record Clerk Hilton's mustache is only three weeks old and is almost visible with the naked eye.

Friends of Mr. and Mrs. Gerald Dougherty will be grieved to learn of the death of Mrs. Dougherty April 7, leaving, beside her husband, an infant son. Mr. Dougherty is a clerk in the Stockton freight office.

We are glad to report that Miss Hazel Parker, congenial clerk of the Tracy Storer Department, is rapidly improving from the effects of an operation recently performed at the Dameron Hospital in Stockton.

The homes of Car Inspector J. J. Heddrick and Boilermaker Helper W. B. Fairbanks at Tracy have been brightened by the arrival of daughters.

G. B. Jefferis, retired road foreman of engines, was recently in Tracy shaking hands with old friends. Mr. Jefferis is wearing the smile of contentment and says that he is enjoying to the utmost his rest.

The Delta water treating plant which is being installed at Tracy for the purpose of treating water is rapidly nearing completion, under direct supervision of Water Service Foreman J. Scott.

P. J. Zeigler, representative of the Shop Crafts Protective League from Tracy, has again returned for duty after attending a conference of that body in San Francisco.

Vacation time is fast approaching, and, to get away before the rush, Marjorie Squire, 1st trick operator at Tracy, accompanied by her husband, motored to Portland, Oregon. They report having spent a very enjoyable two weeks.

T. O. Young, agent, Tracy, spent a few days in Los Angeles, making trip from San Francisco to Los Angeles via boat, which he reports a very fine trip. He returned by rail via Bakersfield.

C. H. Fuson, 2nd assistant chief clerk, Tracy fuel office, has returned from Texas, where he made a visit of home folks.

Brakeman A. D. Yates is convalescing from a serious attack of pneumonia. Take good care of yourself, "Jake," as all the boys will be glad to see you back on the job.

Brakeman Barney Gantner is the proud possessor of a new automobile. He claims it is a late French model. But you can't fool us, "Barney," we own one of them, too.

Conductor G. D. Nicholson is seriously contemplating joining the Benedicts; says he might as well, as he has joined everything else. Go to it, "Nick," then you will be at the end of your troubles—front end.

Bob Algeo is laying off for a few trips; says he is having some dental work done. But, judging from who we saw him with at the show the other night, looks more like heart trouble. More power to you, Bob.

The many friends of Leonard Gibson, ticket clerk at Tracy, will be glad to know that he has returned to work after a ten-day sojourn in the hospital. Leonard had an attack of the "flu," but now says he is feeling fine now and does his little bit every night in the twilight practicing baseball, as, according to Leonard, the S. P. baseball team of Tracy is sure a comer and they aspire to become the champions of their league.

Ario Dal Porto, fireman, is sporting a new Ford Coupe, one of the tiny ones. It is rumored that Ario wanted a green one but his wife decided on a gray one and they compromised on the one he is driving.

A fine time was reported by all who attended the Brotherhood dance at Arlington Hall, Tracy, April 9. Despite the rainy weather, a large crowd attended.

It has been noticed that Walter S. Joy, trainmaster, wore an unusually broad smile last week and seemed rather proud, and upon investigating, find that he has recently added a Chrysler "60" to his possessions. Walter is now on his vacation and is spending part of his time catching trainmaster's fleet. He plans to motor through the southern part of the state before returning to Tracy.

Conductor M. Keene has just returned from a trip to Tucson. We don't know whether he was looking at the Desert "Angels" or the Cactus. Anyway, Keene says the Stockton Dairy Maids are the keenest. (Le-Roy Magers take notice.)

Conductor L. G. Riggin is in a quandary, as the other day he received this message:

"Pick up two stock cars at Athelene; if none there, set out two." "Lew" thinks the dispatcher got his wires crossed and sent him two messages in one.

A work train has gone on the west side preparing to lay 110-lb. rail. Won't be long now until the "shacks" will be setting back making 90 miles per hour up the west side with 99 cars of grapes.

Yard Clerk Wm. L. Newberry recently changed his place of abode. We have a suspicion that his rent was about due again.

Yardman Jacob R. Platek has purchased a new home at Stockton.

Yardman Shorty H. Loyd, while out riding the other evening, thought a tree was too near the road and tried to move it over with his Ford, but it did not work out to his satisfaction, resulting in a repair bill and an injured knee.

Yardman David L. Wooden, on April 9, while assisting in re-railing an engine, was badly burned with steam from the cylinder cocks. We are glad to see Dave back from the hospital and recovering rapidly.

"Barney" Bothwell and his whirlwind S. P. ball team are again getting into shape for a heavy season.

Understand Arthur D. Hazlett, general yardmaster at Tracy, is sporting a new Study Victoria.

Somebody says Shorty Bill Sottung is getting his fishing equipment into first-class shape to break his own champion records.

Wm. S. Higgins is getting tired of carrying a lantern and is coming back into day light on the wharf job.

Gerald S. Dougherty, relief baggageman at Stockton, wishes to express his gratitude for the kindness and sympathy extended by fellow employes during his recent bereavement.

H. M. Winton, head clerk in Division Engineer's office, was a business caller recently. Also Ted Tealdi, motive power timekeeper, has joined the ranks of Benedicts.

E. W. Gibbons has moved to his new home in Stockton, which he is purchasing by aid of the ex-service men's state loan plan.

COAST AND WESTERN BALL TEAMS IN BAY CITIES LEAGUE

The Bay Cities League, composed of baseball teams from the Western Pacific Coast Divisions, opened the 1927 season on April 7. Games have been scheduled through July between eight clubs. The six Oakland managers are as follows: Bayshore Yard, B. Whiting; Oakland Pier Mail, M. MacDonald; Oakland Pier Express, Al Schmier; San Francisco Ferry, Carl Grant, West Oakland Yard, D. Driver, West Oakland Switchmen, C. Leeper. The league is being managed by P. S. Johnson, West Oakland Yard, and H. Gardner is the official scorer.

Games between Bayshore Yard and San Francisco Ferry teams will be played at South San Francisco, on Harrison Bayshore Streets. Others games will be played at Bayview Park, Oakland, 16th Street station.

Bayshore Yard won a free-hitting game from Oakland Pier Mail April 7 by a 6-to-5 score. Oakland Pier Express won its first two games, defeating the Oakland Pier Mail 10 to 7, and the San Francisco Ferry 9 to 8. The Ferry team won its opening game from West Oakland Yard 6 to 1, and the West Oakland Yard crew won its meeting by defeating the Switchmen 9 to 7. The Oakland Pier Express was leading the league on April 19 with two victories.

The following is the remaining schedule for the season:

Bayshore Yard vs. Oakland Pier Mail—May 12 and June 16.

West Oakland Yard vs. San Francisco Ferry—May 12 and June 16.

Oakland Pier Express vs. Oakland Pier Mail—May 17 and June 21.

Bayshore Yard vs. San Francisco Ferry—May 19 and June 23.

West Oakland Yard vs. Switchmen—May 19 and June 23.

Oakland Pier Express vs. San Francisco Ferry—May 24 and June 28.

Bayshore Yard vs. West Oakland Yard—May 26 and June 30.

Oakland Pier Mail vs. Switchmen—May 26 and June 30.

Oakland Pier Express vs. West Oakland Yard—May 31 and July 5.

Bayshore Yard vs. West Oakland Switchmen—June 2 and July 7.

Oakland Pier Mail vs. San Francisco Ferry—June 6 and July 12.

Oakland Pier Express vs. Bayshore Yard—May 3, June 7 and July 14.

San Francisco Ferry vs. Switchmen—May 5, June 9 and July 14.

West Oakland Yard vs. Oakland Pier Mail—May 5, June 9 and July 14.

Oakland Pier Express vs. Oakland Pier Mail—May 10, June 14 and July 19.

VETERANS OF SOUTHERN PACIFIC WHO DIED RECENTLY

George J. Sevan, chief engineer, steamer department, died March 3, at the age of 65 years, 6 months, 15 days in service October 1, 1926, with 38 years and 5 months service.

Alfred A. Conger, locomotive engineer, Shasta Division, died March 4, at the age of 69 years, 3 months. He was retired January 1, 1924, with 29 years and 6 months service.

Luke Dolan, crossing watchman, O. A. & E. Electric Lines, died March 6, at the age of 79 years. He was retired December 1, 1917, with 28 years and 8 months service.

August Smith, stationary engineer, Portland Division, died March 12, at the age of 82 years, 5 months. He was retired November 1, 1915, with 21 years and 10 months service.

Fred Shaw, carpenter, Sacramento Shops, died March 25, at the age of 72 years, 2 months. He was retired May 1, 1923, with 31 years and 1 month service.

William Schneegas, laborer, Sacramento Division, died March 27, at the age of 79 years, 9 months. He was retired August 1, 1917, with 25 years and 9 months service.

William H. Haydock, agent, Coast Division, died March 28, at the age of 79 years, 9 months. He was retired July 1, 1906, with 36 years and 7 months service.

Antone Simmons, draftsman, Store Department, West Oakland, died March 29, at the age of 64 years, 1 month. He was retired September 1, 1925, with 37 years and 3 months service.

A NEW ARRIVAL

Ronald Phillips Jillson has come to live with his parents, Mr. and Mrs. Phillips W. Jillson, of Berkeley. The baby boy arrived April 18. "Daddy" is stenographer-clerk, clerical employment department. Mrs. Jillson at one time worked in the car record office, as Gladys Swinnock. Florence Swinnock, per diem bureau, auditor of equipment service accounts, is now a proud "auntie."

PACIFIC FRUIT EXPRESS PICNIC

Several hundred employes of the General Office in San Francisco, and their families, were expected to attend the annual picnic of the Pacific Fruit Express held at San Rafael April 24. A complete story and pictures will be carried in the June Bulletin.

Safety committeemen of Los Angeles General Shops with the banner awarded for making the best record in safety work during 1926, in competition with Sacramento and El Paso shops. Front row, left to right—J. C. McMullen, secretary; J. B. Monahan, supervisor of safety; W. H. Fine, general foreman, Car Department; D. Adamson, general foreman Motive Power Department; H. H. Carrick, superintendent; L. B. Verweire, supervisor of apprentices; C. E. Burke, store foreman; J. H. Hertel, welder; W. P. Mahaffey, store foreman; C. I. Walker, master car repairer; A. E. Steinsoth, machinist. Back row—L. Glasgow, clerk; C. J. Banning roundhouse foreman; F. Mellor, layer out; G. Downs, boilermaker; Jos. Passarini, upholsterer; H. H. Southwick, blacksmith; Newell Wilson, tinsmith; and Hugh Ruddock, electrician.

District Auditor

SAN FRANCISCO
Annex "C"
Bulletin Correspondents
J. PINE H. J. TURNER

Spring is here! Everyone is getting spring fever, and a supply of pass requests. A few of the boys have already taken their vacation and the rest are making plans and debating which place would be better to go.

Another indication of spring was shown around the office recently when Miss Mona Lessard, assistant head clerk of the Calculating Bureau, announced her engagement at a bridge luncheon for that purpose. Those present from the office were Misses Una Garbarino, Pearl Williams, Gladys Hinrichs, Helen Hinrichs, and Nila Creighton. The saying usually is: "another good man gone wrong," but in Melba's case we surely disagree with this, as we think the fellow is very fortunate.

Someone said that they saw Jerry Crane with a young lady the other evening, which comes as quite a surprise. We always were under the impression that "Jerry," although handsome, was a woman-hater. You never can tell what this spring weather will do to a young fellow. There also was a similar report about Dave Ferrier although at time this went to press it had not been confirmed. Dave and Jerry seem to be together quite a bit lately, maybe the girls are sisters.

Blair Manchester, the Caruso of Annex "C," is making quite a bit with his vocalistical ability and we certainly wish him lots of success. Blair sang over Radio Station KYA of San Francisco, recently, and those who "listened in" praised his singing. Blair offered to sing requests for some of us around the office the next time he broadcast over the radio, and Helen Hinrichs asked him to sing the "Bubble Song," from "Lex." Jim Williams wanted to know if he knew the "Refrain," from Spitting.

Batter Up! Play Ball! Strike One! Strike Two! Strike Three! Yer Out! Yes sir, that fellow Gomez surely can pitch. Those are the words you hear when "Handsome" Harry Gomez is pitching for the Annex "C" "Terrors." Manager, Al Mattos is keeping his boys in good shape for their weekly games on Saturday afternoons against different teams in the S. P. Club Baseball League. The boys have made a fair showing so far, winning two games and losing two for a percentage of 500. "Pop" Underhill said he could make a better showing if someone would run for him on the bases (that is if he gets a base on balls).

"Jerry" Crane, who started in as a star rooter for the team is now star fielder. Captain Tallman has played good ball at short stop. "Vince" Guerra also has shown well behind the plate on the receiving end of Gomez's fast curves. Freddie Schwartz and "Ozzie" Rudolph cover the first two sacks in good style. "Tommie" Walsh and J. Pine assist Crane out in the field. Eddie Brown covers 3rd, being assisted by McKellips. ("Pop" Underhill is utility man (water carrier, bat boy, etc.)

Charley Brown, who was messenger boy when the District Auditor's office was first consolidated and recently a junior clerk in the Store Bureau has resigned. Charley was on the ball team, and will be missed.

The latest addition to the District Auditor's force is Howard Locke, who will fill the vacancy left by Charles Brown.

Besides having a radio songbird in our midst in the person of Blair Manchester, it has also been discovered that we may lay claim to the presence of a gentleman of the medical profession, to wit: "Doctor" Ed Mattos.

It appears that Jim Williams' cat became afflicted with housemaid's knee, seriously interfering with its propelling machinery and rendering it temporarily "hors de combat." Whereupon Jim called the good "doctor" into consultation, who prescribed an immediate operation. This was performed on the spot, with results most disastrous to the cat. Following the funeral Dr. Mattos issued a statement, namely:—"Fearing that my professional ability will now be questioned, I wish to state that accidents are sometimes bound to happen, and my intentions were of the best." However, the cat didn't know that.

The good doctor should not feel discouraged on account of the above unfortunate happening, as his experience as student nurse to Uncle Sam's army mules during the late war gave him some very valuable experience and many of our noted surgeons had such humble beginnings.

We suggest that Ed hang out a shingle as shown below flanked on the left by a bunch of catnip and on the right by a few wisps of hay, with the M. D. to stand for "Mule Doctor."

Bughouse Fables

"Cap" Hoffman opens all the windows.
"Dick" Lawton buys a box of matches.
Underhill gets a base hit.
Charley Cross balances the first shot.
Harry Gomez picks the Oaks to win a ball game.

TO TRAVEL FOR A MONTH

Miss Lillian Healey, head indemnity bond clerk in the Treasury Department at San Francisco, has packed up and departed for a month's vacation trip to be spent in a tour of various points of interest in the United States and Canada, and possibly Cuba.

Los Angeles Division

By MISS D. OLIDA WOLFE
Superintendent's Office Los Angeles

Mrs. Florence Van Vleck, matron at the Los Angeles passenger station, is leaving our service, after two years' employment at Los Angeles.

Our maintenance of way department appears to be complete now, with the return of Charlie Mines, after an absence of a year. Mr. Mines sustained a personal injury in a motor car accident in April, 1926, and has been confined to the company hospital the greater part of the time since then.

John Bachman, insurance clerk, has been absent from his desk for a few weeks, due to an inflammation of his right eye. He tells us at the hospital they ordered his eye-teeth removed, but we really believe John has been seeing too much.

Brakeman Cecil E. Norris died March 30, the result of injuries sustained at Bertram.

Los Angeles Southern Pacific employes are indebted to Fred Woodward of our bureau of news, for a most enjoyable evening at the Music Box Review, Biltmore Theater. Through arrangements with the theater management we were able to secure the theater for one night as a Southern Pacific night, to see Fanny Brice and her company.

Monte Blue, will never know how many Oh's and Ah's were wasted on him when he was working in his latest picture at Culver City, recently. It seemed to be too much absorbed in his work to hear them. Many of the girls spent their time either watching him or thinking of him, much to the grief of our office sheiks.

Passenger Brakeman W. B. Oswell was married March 29 to Estell Alessi, and spent his honeymoon in Santa Barbara and San Francisco. Some of the employes learning of the wedding, managed to shower them with rice at the station.

We wish to extend to Agent H. M. Read of San Pedro, our deepest sympathy in the death of his wife.

SANTA BARBARA ROUNDHOUSE

Frank Scott, machinist's helper, has returned to work after an absence of five months. Scotty is now promoted from screwing down redcaps to crawling into fireboxes as boilermaker's helper.

Harry Hixenbaugh, of the third shift, is now breaking into his second childhood. He hourly expects the arrival of a complete new set of teeth. He'll have to ante up for them, however, as they will not be natural.

This will almost put him in Schuyler Lancaster's class. Young Ski will be 21 years of age the fifth of this month, although he has been working for the S. P. company the past 45 years. He claims system honors as a marble expert and is also a wonder at boxing and wrestling. Only last week he won a cup at the Goleta dance hall for showing up the other young fellows in a buck bottom contest.

"Little Poppa" John Simpson is still jacking up spring hangers, and is as red-headed as ever, despite the fact that he did come from Missouri.

Rumpas, the local "squawk," bought an automobile recently and now claims to be the town's sheik. He won't be a sheik very long if he continues to leave empty boilers for the third shift.

The boys who are due for a pension shortly, namely, Roy Anderson, Chester Wright, James C. Reilly, Henry Durlin, all say they hate to see the time come, when they will have to leave Mr. Peterson run the roundhouse alone!

"Rip" Van Winkle, inside hostler, on the daylight grind, is economizing on teeth these days. He leaves his teeth home, except for dress occasions, such as visits of our friends Mr. Schonkey, Gaylord and Father MacDonald. Leaving out the teeth saves wear and tear on the pipe he won in Paddy Ryan's barroom in Frisco, before Volstead. The pipe is due for a pension soon, before someone is fatally gassed.

The handsome young engine watchmen are bemoaning the lack of feminine beauty in the roundhouse. They guarantee steady work to any members of the G. O. Valuation Department volleyball team, shown in the Bulletin last month, who would care to don overalls. The third shift would especially like to see numbers 3 and 6 bid in on a job. For further information as to scenery, climate, dancing and general morale, address a letter to Eng. Watchman, third shift—the brains of the bunch.

Jim Young and "Buck," the roundhouse cat, turned down an offer of a contract with Al G. Barnes circus which showed here recently. Jim claims the cat has more brains than the average railroad man, but that don't mean a lot.

Charley Nelson, the silent Swede, blew himself for a Ford coupe and is stepping out every night. He'll never grow up.

Bob Reggio challenges any fireman on the roundhouse championship. His hardest bout will be next month when he meets Young Ski in a 10-round, no-decision battle on the turntable.

The young bloods in the roundhouse are raising grey hairs on Poppa Peterson's head. He's greatly alarmed over their morals. They often leave the roundhouse unswept and tease the frogs in the turntable pit. The night shift insists on promenading over his well-kept lawns and flower beds. They don't appreciate beauty in the mail.

Frank Morgan, roundhouse clerk, is still pushing a wicked pen. We challenge anyone to turn out any neater work—or run this typewriter right.

Jimmy de boilermaker, he say no good for to work too hard. He got a new helper and has hopes of making some use of him. You never can tell, but don't give up the ship, Jim.

Rio Grande, New Mexico Divisions—El Paso Offices

Bulletin Correspondents
R. J. MANGUNO D. PERAZZO

At this time we wish to announce the second annual picnic of the clerical, office forces and division forces of the Southern Pacific Company, Pacific Lines, to be held at Alamogordo, N. M., on May 22, 1927. There will be all kinds of sports, including baseball, swimming, dancing and, in fact, everything. Don't forget the date. We had a good time last year and we'll have a bigger time this year, so turn out 100 per cent.

Matt McNamee, assistant chief timekeeper, gave us this little inside dope on Leroy Magers, senior trainmen's timekeeper, Tucson division. Matt says that he had all that he could do to keep Roy from running into street cars and other objects on the streets of San Francisco, because he, Roy, persisted on looking up at the tall buildings. That also accounts for his sore neck after his return to Tucson. We are beginning to think that they made an ideal country pair in a large city, taking care of each other.

A sad letter day in the life of Mesa Hill. We understand that he bought a whole carton of matches, even though he does keep them at home. H. J. Hartmann, assistant engineer's timekeeper, seems to have a hard time borrowing some of them.

Ray Green, special agent and the Gene Tunney of the S. P. at this point, has had his nose operated on recently. Ray explains that the reason for this was that in his younger days his Irish would get the best of him and consequently, a fight. One time, during one of these fights he failed to duck and got it in the nose. We hope that Ray will take better care of his nose from now on.

A style show was given under the auspices of the El Paso Women's Club in the Liberty Hall in El Paso on March 31. S.P.ers, who are always well represented in the affairs of El Paso, were represented by Miss Hazel Jones, insurance clerk, joint superintendent's office; Emma Lee Wimberg, file clerk, traffic department, and Mrs. Zaline Bidwell, comptometer operator in the local accounting office.

R. B. Hill, secretary to Superintendent Murphy, New Mexico division, has been promoted to general clerk in Assistant General Manager A. E. Sweets' office. H. A. Hill is assigned to secretary to the chief superintendent. Miss Hazel Jones relieves H. A. Hill as insurance clerk.

The baseball season has officially opened. Jack Lane, assistant C. C. clerk, is baseball barometer, and during off hours he is always heard telling the boys all about who's who in baseball.

A "weenie" roast was given a few weeks ago, March 22, to be exact, by the sixth floor. Practically the entire sixth floor and many friends attended. John Dunn, assistant trainmen's timekeeper, says he got enough to eat. We were all worried about John but he came out O. K. Everybody had such a wonderful time that they are wanting another soon. It happened on a beautiful night, full moon and all. From what we are able to gather, the moon seemed to have some effect on some. Oh, well, maybe it isn't exactly right to mention names. They are young and one must not discourage youth.

Floyd (Buddy) Bates, register clerk and store accountant, local accounting office, died April 15, after a hard battle to regain his health after a serious auto accident a few weeks ago. Buddy was well liked by all who knew him. His smiling countenance and cheerful words will be missed by his many friends.

William E. Osbeer, ticket clerk at Bisbee, Ariz., and William Coxon, cashier at Willcox, Ariz., are members of the Arizona State Legislature and will attend a special session of that body on Monday, April 18. This speaks well for the class of men employed by the Southern Pacific, as several employes of this company are members of this great body of lawmakers.

Employes on the lins—this is your column just as well as ours here in El Paso and we want you to feel that way about it. In order to have you represented in the Bulletin we ask you to send in your contributions to us in care of the superintendent's office, El Paso, Tex. Mail your letters so that we can get them not later than the 10th of each month.

George H. Hall, rate quotation clerk, general freight department, El Paso, was one of the seven employes of the Texas zone whom the degree of the legion of honor of the De Molay was recently conferred. This is a well-deserved honor.

A. M. Levy, assistant general freight agent, El Paso, and J. J. Finney, chief of tariff bureau, El Paso, made a business trip to Bisbee recently.

B. F. Seggerson, chief rate clerk, general freight office, El Paso, recently attended a rate check at Houston.

C. O. Huff, chief rate clerk, general passenger department, El Paso, spent several days in St. Louis, attending a passenger rate check.

S. H. Wilson, traffic manager, El Paso Sash and Door Company husband of Mrs. Mary Wilson, stenographer in general freight department, El Paso, has been quite ill with typhoid fever, but is now recovered.

Robert C. Hancock, yardmaster at Dawson, N. M., passed away on March 22. On the same day Frank M. Weir, conductor on the New Mexico division, died after a long illness. Both of these men had a host of friends and they all extend their sympathies to the bereaved families.

Another Record in Accident Prevention

THE good accident prevention record for the month of January was excelled during the month of February, the smallest number of injuries to employes yet recorded for any one month being reported to the Interstate Commerce Commission, with no fatalities to employes.

In the races for the 1927 safety banners the Salt Lake division maintained the lead for the division standing, but the El Paso shops maintained the lead for the general shops. Full details of the standing of the various divisions and general shops at the end of the two months' period are given below:

Division	Number of Casualties	Man-Hours	Casualties per Mil'n Man-Hours	Rank
Salt Lake	2	1,582,726	1.26	1
Coast	11	2,293,135	4.79	2
San Joaquin	7	1,038,401	6.46	3
East Bay Electric	2	267,463	9.16	4
Portland	16	1,958,990	8.17	5
Rio Grande	11	1,166,261	9.43	6
Shasta	11	1,129,354	9.74	7
Western	20	1,904,097	10.50	8
New Mexico	7	616,689	11.35	9
Sacramento	18	1,559,662	11.59	10
Steamer	8	564,097	14.16	11
Los Angeles	35	2,384,713	14.68	12
Stockton	11	735,331	15.10	13
Tucson	23	1,327,054	17.33	14
GENERAL SHOPS				
El Paso	2	278,726	7.14	1
Sacramento	12	1,066,420	11.25	2
Los Angeles	7	526,727	13.29	3

PASSENGER GIRLS CLAIM INDOOR TITLE OVER FREIGHTS TEAM

The Freight Traffic "Invincibles" and the Passenger Traffic "Superlatives" met on the General Office indoor baseball field April 4 to decide supremacy of the girls' teams of those departments. Both teams commanded a large gallery of fans and advice from the males came thick and fast from all corners of the field.

Ann Lindale, of the Supers, scored the only home run. Seven to six, in favor of the Supers, was the final score, but on account of Ann being on the right payroll, although working at present in the passenger office, a protest was made, which will probably result in her run being divided and the final score show 6½ to 6½. After the game Ann was presented with a bottle of perfume direct from Paris, awarded the girl who was most valuable to the winning team.

Both teams will combine their talent to play in the indoor league sponsored by the S. P. Club. Phyllis Swanson, of the passenger department, has been elected captain.

PIERCY IS SPRINTING CHAMP

A foot race between August F. Kiehne, all-around athlete of the freight claim department, and Ralph Piercy attracted considerable interest on the athletic field in the rear of the general office April 8. A challenge was issued by Kiehne and, although Piercy was handicapped for lack of a reputation as a sprinter, he accepted the den, so it is told, and managed to nose out a winner by about a foot. Friends of the two participated in a ceremony, at which Piercy was presented with a small loving cup, suitably inscribed, by A. F. Gaynor, of Y. M. I. fame.

Tucson Division

By LEROY MAGERS
Superintendent's Office — Tucson

Elwood C. Greist, assistant file clerk, has accepted a position as scout executive of the Boy Scouts at Long Beach, Cal. He has been interested in this work for several years and has done considerable in building up the organization in Tucson.

Caroline Bethel, bill and voucher clerk, was called to her home in St. Joseph, Mo., account of the serious illness of her brother. Her many friends trust she will be able to return soon with a favorable report as to his condition.

Barney Wilson shows up at work with one eye swollen almost shut. He gives a scientific discourse on the reason therefor, but by using various formulas learned from reading Nick Carter while a youth, we arrived at the real reason.

Barney, in common with various other of the boys who are getting old or getting fat, or both, buys himself four good golf sticks. He bought four because you never see a picture of a golfer without the word "four" on it some place. He and Norman Jacobson were playing and Barney made a beautiful drive of ten feet, the ball rolling down a rabbit hole. Barney, after making a hasty calculation as to the value of a new ball, decided to recover the old one. So he and Norman dug diligently until Barney lay down and reached down for the ball. Mrs. Rabbit, who happened to be at home, resented this intrusion and deciding to leave home, suddenly charged out and met Barney's face right at the eye. We did not see this happen, you understand, but we all knew it could happen.

"Mac" McHenry of the division engineers' force, slipped silently out of town April 2 and took unto himself a charming bride. After the ceremony they went to Phoenix, where they were met by a reception committee, who, from all accounts, surely "received" them. "Mac" thinks a lot of the traffic signs in Phoenix, for when one fortunately stopped his abductors, he and the bride hopped out of the auto and ran, thus saving Mac a long, long walk back. It's surely a shame the way these young folks want to handicap a bride never did believe in traffic signals anyway. He should have been allowed to walk back.

Sprinkling of folks getting married, W. C. Herbert of the engineering department, had the bunch all excited when he showed up with a box of cigars under his arm and a "cat-that-ate-the-canary" smile on his face. One of the gang grabbed a typewriter and started to fix up a list. "What was her name, Herb?" he asked. "Say, how do you get that way? I'm not married. I won these down at the cigar store." Another romance shattered. We still have hopes of Herb, though.

Jack Shellaby has bought himself a new hat one size larger than his old one. Not that he needed a haircut and didn't have the necessary four-bits, but he has been promoted from instrumentman to assistant engineer.

"Bob Lowrie," the dean of the Tucson Freight House, is taking a vacation. Bob has not been feeling real good lately and needs a rest. Everyone who knows Bob is his friend and, as everyone on the division knows him, he can appreciate the number of good wishes he has for a speedy return to his usual good health.

Will Patty, second routine power timekeeper, is building himself a house. "Pat" is full of plans and specifications and has so many little slips of paper and notes sticking out around him that he resembles an overfull waste basket.

Jack Harter, manager of the Phoenix Southern Pacific baseball team, is busy organizing his 1927 team. We hope Jack and his team will win the Commercial League cup this year. In a recent practice game between the S. P. and Post Office, Jack's railroaders won, 7 to 2.

Several days ago the men from the city ticket office and traffic office were seen smoking cigars. Reason: R. P. Kyle, district freight and passenger agent, was receiving congratulations on son number three. We think Mr. Kyle will be able to help the S. P. ball team out considerably before long.

Do you Remember the time during the big rush back in 1918 that a boomer brakeman came in and marked up on the brakeman's extra board and the caller told him to put his address in the address book so

RETIRED VETERANS HONORED BY EAST BAY SUPERVISORS

By N. Hansen,
Secretary-Treasurer Lodge No. 7

Oakland Lodge No. 7 of the Association of Supervisors gave a banquet in Oakland, April 6, in honor of Albert Thurlow, night foreman of passenger car inspection in the West Oakland yards, and William K. Gedge, roundhouse foreman at South Vallejo, on the occasion of their retirement from the service. Mr. Thurlow retired on April 1 at the age of 67 years, through disability, and Mr. Gedge retired on May 1 at the age of 70 years.

Covers were laid for forty members, guests and oldtime employes who have worked under or known Mr. Thurlow for many years. The guests present were Mr. Thurlow, M. Meehan, master car repairer; E. Pendergast, general car foreman, and Paul S. Gillette, apprentice instructor. Unfortunately Mr. Gedge could not be present, due to sickness of his wife and because of his own physical condition. Master Mechanic F. G. Keim and Assistant Master Mechanic A. B. Wilson were unable to attend. Among the others present were: D. O. Herrick, system president of the association, a member of Oakland Lodge No. 7, and the local lodge officers, including R. Wall, president; F. D. Williams, vice-president; N. Hansen, secretary-treasurer; C. A. McLarty, trustee; H. N. Field, trustee; R. L. Carter, trustee, and A. J. Moylan, adjustment committeeman. Dennis Coyne, Pullman company yard foreman; A. B. McEwan, assistant yardmaster, passenger yard, and two old pensioners, Frank Monahan and Henry Hendrickson were also present.

A tasty, full course dinner was enjoyed by all, after which cigars were passed around. President Raleigh Wall acted as toastmaster and called upon Mr. Meehan and Mr. Pendergast, who responded with words of commendation for Mr. Thurlow and related some incidents in their work and association with him. Mr. Gillette gave the main address of the evening, entitled "The Good Old Days Compared with the Good New Days." Mr. Herrick presented Mr. Thurlow with a box of mahogany combined humidor and smoking stand, together with a box of good cigars, as a remembrance from his brother supervisors and fellow workmen. An exact duplicate of these presents was presented to Mr. Gedge a few days later. Mr. Thurlow very graciously accepted the presents, which made the toastmaster called on all present in turn for a few remarks which brought out many interesting incidents and jokes which the speakers recalled in their associations with Mr. Thurlow and Mr. Gedge.

The banquet committee consisted of E. Wall, N. Hansen and D. O. Herrick.

SAN FRANCISCO EMPLOYEES TO FROLIC AT NEPTUNE

Two thousand Southern Pacific employes living in the San Francisco Bay district are expected to journey to Neptune Beach this day, May 8, to take part in the Southern Pacific Club's field day. A program arranged by the entertainment committee includes dancing, games and swimming. A baseball game between championship teams in the General Offices will be a feature.

A committee, consisting of William H. Starling, G. A. Derheim, E. V. Boyce, H. B. Langfeldt, E. F. Widdas, P. T. Gamberutti, C. R. Wilmore, Helen Solomon, Evelyn Carson, Dorothy Marohn, Marie Engler and Mrs. Phyliss Butler, have completed arrangements for the affair.

AGENT BAILEY GETS LONG HAUL ON BIG PIPE SHIPMENT

S. J. Bailey, agent at Ashland, Oregon, is not only right on the job at all times to be of assistance to passengers, as evidenced by the services he rendered patrons who were delayed at Ashland during the heavy storms of March, but is also wide awake to the possibilities of greater business. Through his efforts, Southern Pacific recently received the longest possible haul on a shipment of 14 cars of cast iron pipe from Birmingham, Ala., to his city.

he could be called. The caller needed him later that night and when he went to the book found this entry, "John Blank under third umbrella tree in park east of subway." He kept this "oddness" for the two weeks that he was here. Them were the days.

Electric Division

By H. W. LARSEN
Correspondent — West Alameda

Due to Henry Salgado completing his apprenticeship and leaving Alameda to work at Tucson, Kermit Brown electrician apprentice, formerly his buddy, had to find another companion. Therefore, he stepped up to the plate and took on a ball and chain. He and the Mrs. are making their home in Alameda.

"Doc" Crumpacker, toolroom man, has returned from Weepah, and is apparently organizing a stock company to mine his gold—or at least the ore.

Dick Arlett, electrician, well known in the Sunday baseball leagues, is getting up a petition to have the shops moved to Emeryville so that he will not lose so much time traveling to the games on weekdays. Frank Miller, A. B. machinist, and Arthur Cross, machinist, are going Arlett one better and are trying to get work in Emeryville with the Air Company, as they have heard that one can see the games while working out there in the plant.

Frank L. Mann, machinist helper, transferred as A. R. A. clerk to Coast Division.

Mr. Kelker of the stores department reports that Art Smith, foreman of the stationery stores, is in the doghouse until further notice.

Electrician Foreman C. G. Wells has been elected purchasing agent for the Nason Street R. R., owned and operated after work by Shop Foreman Ahlers and Store Foreman Jim Day of West Oakland. Mr. Wells got an electric motor somewhere for $1 and has thus attained this honored position.

Ben Shavez, section foreman in Berkeley and formerly in the shops, paid us a visit recently and left greetings for all the boys. He says he is not going back to Mexico, as he has decided to tie his numerous family since leaving these parts.

Dick Berrien, M. of W. clerk, superintendent's office, has had another addition to his family.

We have two good cases for detectives. First a knife with no initials or other marks has been found in paint and oil room, Oakland. Turn over your knives to Frank Payne for inspection. Second, Ldr. Electrician Bassett, machine, of Oakland Pier and Ben Dixon, Melrose inspector, are looking for a nightshirt, presumably left on a train by a passenger. So both gentlemen are checking up on nightshirts at all hours.

Carman Leo Engle has left for France to visit his mother, who is ill.

Tony Perati, cleaner, is still on the sick list. He is at present at home, and improving.

A new idea has been tried out in the matter of starting wet Fords. After the last rain, some bright individual used a tire pump to blow the water out of his coils or distributor or, what is it they have on a "Detroit mouse"? Immediately, others caught the idea and, after work on a rainy day, one may see a small army of pump wielders trying to get their Fords coughing down in the storage lot.

Roadmaster Moore asked Section Foreman Patten, who had just fired a man, Patten stated he was justified inasmuch as he had caught the man moving a couple of mileposts and it was too much work to change the time of roadmen with the posts.

J. A. Green, electrician, and W. A. Brown, ldr. elec., have been commended for service rendered while off duty.

E. Pon has left at Oakland Pier, is out practicing with a slingshot. Not one knows what for and he won't tell. Perhaps it's to fight the little fellow with the bow and arrow.

Apprentice Manuel Moniz will soon be a carman. He is also breaking in to run the powerplant. He was once a jeweler and can fix alarm clocks, but his education will not be complete until he can install whipsockets on Studebakers.

George Sikora, ldr. carman, was out playing golf the other Sunday with a Scotchman. He has quit the game, however, as the Scot counted it against him when George got sunstroke.

Quite a number of the boys are going into training for the 'round Alameda Island swim. That's the way of taking that Saturday night bath.

General Office employes at San Francisco who were recently elected as representatives from various departments to the governing body of the S. P. Club, which organization sponsors athletic, social and various other activities of the employes. Front row, left to right—Mrs. P. A. Butler, Miss P. Fey, Miss S. Harmola, Miss M. Engler, Miss E. Carson, secretary, D. J. Ryan, president, Miss H. Bartholomew, vice president, G. A. Derheim, treasurer; Miss M. Hoyer, Miss M. Johnson. Center row—E. J. Welter, J. Fishel, C. Frost, F. T. Gamberutti, H. B. Langfeldt, E. F. Widdas, W. H. Starling, J. B. Tredinnick, H. S. Millen. Back row—W. H. Whittle, D. Love, S. P. Ward, W. C. Fell, L. W. Wrixson, C. B. Klenpfer, K. R. Ilderton, E. V. Boyce, and P. Young.

Ogden Union Depot

Bulletin Correspondents
R. F. CHUMLEY — Yard Office
MISS C. ADAMS — Freight Station

Emil Clark, clerk in this office, Wallie Wall, P. F. E. clerk, and Oscar Kirkland, chief joint inspector, enjoyed a very successful fishing trip to Mackay, Idaho, the fore part of March.

Lloyd Burton, clerk, has forsaken the ranks of the eligible bachelors of the freight office, he having married Miss Leah Bateman, of Ogden, March 17.

Clem Williams, chief claim clerk, recently underwent a thyroid operation at the Dee Hospital and is rapidly recuperating. Mr. Williams has been ill for several months, but indications are he will soon be back.

Births: George Udink, boy; W. G. Stewart, boy; T. F. Power, girl; E. C. Rollow, boy.

Passenger Director H. C. Richardson and his brother, W. W. Richardson, station porter, each spent a few days fishing at Mackay, Idaho.

Miss Marvel Burk, steno-clerk, has taken leave of absence for 60 days and will visit in Denver, Colo.

Passenger Director J. E. Shields is taking leave of absence for 90 days for the purpose of undergoing hospital treatment.

Janitor Helper Douglas Dixon, who has been off duty and in the hospital for the past four months, account of illness, resumed work March 31.

Passenger Director and Mrs. C. H. Hales celebrated their silver wedding anniversary March 24.

We regret to announce the death on February 22 of Head Watchman W. H. Olson's father, John N. Wilson, aged 88. Mr. Wilson was one of the early pioneers having crossed the plains twice with the Mormon pioneers in 1851.

It will be of interest to learn that Mrs. Laura Newton Foster, of San Francisco, formerly stenographer at the yard office, announces the stork's presentation of a baby boy.

Second Trick Assistant Chief Clerk W. W. Brown has resigned and L. C. Hendrickson has been appointed in his place. "Billy" Brown entered the service October 1, 1912, having served as yard clerk, interchange clerk, manifest clerk, embargo clerk and second trick assistant chief clerk, and we are all sorry to see him go. Mr. Hendrickson entered the service as yard clerk October 28, 1919, subsequently serving as manifest clerk, interchange clerk, train crew clerk, embargo clerk, until his appointment to succeed Mr. Brown.

In the spring fancy turns to thoughts other than those of love, fishing for example, as is attested by the following yard employes who have been up to Mackay, Idaho, trying their luck on the Little Lost River; Switchman C. W. Zetzsche, Fireman J. Conroy, Clerks O. Williams, J. D. Williams, Clyde Newey, Elmer Newey, D. V. Harbertson and W. C. Morrison. Aside from getting almost frozen to death they report the fishing good—and rotten.

Your correspondent has been coerced into announcing that one well-known Ogden yard employe who has been existing in a state of singleness, is now a married man. Under duress of dire and vengeful threats the above announcement has been made but in this instance your correspondent isn't mentioning any names.

DAN RYAN ELECTED PRESIDENT OF GENERAL OFFICE S. P. CLUB

Newly elected representatives of the Southern Pacific Club at San Francisco held their organization meeting April 4. Officers chosen were: D. J. Ryan, president; Miss H. Bartholomew, vice president; Miss E. Carson, secretary; and G. A. Derheim, treasurer. Those chosen for the Board of Governors, in addition to the officers, were: Mrs. P. A. Butler, E. V. Boyce, J. Fishel, C. B. Klenpfer, W. H. Starling, S. P. Ward, E. J. Welter and Phil Young.

Following are the representatives elected from the various departments and offices:

Armstrong, O. P., Asst. Secty.; Bartholomew, Miss H., Miss Accts.; Beban, Geo., Freight Accts.; Bligh, H. G., Asst. Treasurer; Boyce, E. V., Dining Car; Bramwell, Miss V., Valuation Accts.; Buttle, Mrs. P. A., Duplicating; Carson, Miss E., Freight Accts.; Collins, J. E., Gen. Frt.; Derheim, G. A., Transportation; Dunn, T., Ferry Ticket Office; Engler, Miss M., Disbursement Accts.; Eatleman, Miss E., Telegraph; Evans, C. O., Foreign Freight; Evans, Miss J., Library; Fell, W. C., Passgr. Solicitation; Fey, Miss P., Store Dept.; Fishel, J., Freight Claim; Fridley, H. C., Perishable Frt.; Gamberutti, P. T., Purchasing; Gianotti, Miss C. A., Electrical Gosfriend, Mrs. A., and Derby, Greenblat, S. J., Baggage Dept.; Harmola, Miss S., Passgr. Accts.; Hopper, Miss V., Passgr. Accts.; Ilderton, K. R., Fuel Bureau; Irving, Wm., Engr. of Standards; Johnson, Miss M., Freight Accts.; Kleupber, C. B., Freight Claims; Langfeldt, H. B., Valuation; Leavitt, R. B., Development; Love, D., Misc. Accts.; Loyal, C. E., Engineering; Marohn, Miss D.; Asst. Gen. Auditor; Marr, Miss H., Freight Accts.; McCarthy, R. J., Equipment Accts.; Mibach, Wm., Passgr. Accts.; Millen, H. S., Passgr. Traffic; Miller, G. E., Freight Accts.; Murphy, J. F., Freight Traffic; Mulcahy, P., Police Dept.; Ryan, D. J., Freight Protection; Schauer, R. R., Law; Starling, W. H., Executive Vice-Pres.; Sutherland, H. W., Asst. Freight Traffic Mgr.; Swanson, H. D., Freight Traffic; Swerger, Mrs. E. E., Lease; Tambling, L. K., Pacific Fruit Express; Tredinnick, J. B., Gen. Mgr.; Turner, H. J., District Auditor; Ward, S. P., Employment; Webb, A. W., Pass Bureau; Welter, E. J., Asst. General Auditor; Wenet, S. S., Disbursements Accts.; Whittle, Wm. H., Car Reed; Widdas, E. F., President Office; Wrion, S. W., Asst. Gen. Auditor; Young, Phil, Mail Room.

Portland Division

By R. J. SCHRICK
Superintendent's Office — Portland

Upon completion of the bowling tournament among employes of the time bureau in the superintendent's office a luncheon was held at the Sovereign Hotel, April 2. A. A. Crowley, ticket collection clerk, was chairman of the arrangements committee and W. J. Reed, M. P. and C. timekeeper, was toastmaster. Speeches were made by E. J. Painter, head timekeeper, who was captain of the losing team; A. G. Johnson, assistant head timekeeper, captain of the winning team, and L. M. Erickson, insurance clerk, captain of the second team. All others present were called upon for a few remarks, which brought out the fact that employes in general were not sufficiently active in social affairs which is productive of better fellowship. To that end a general committee of three was appointed, consisting of L. M. Erickson, Alfred Johnston and W. J. Reed, who will have charge and arrange for all social and sport activities. As a result of their efforts a golf tournament has been started under a sub-committee of Bill Pratt and Cecil Larsen and six foursomes, have been organized for the qualifying round which was played Saturday afternoon, April 16. Those in attendance at the luncheon April 2 were: Reed, Crowley, Painter, Johnson, Woodruff, Duval, Peterson, Kelly, Pratt, Johnston, Peterson, Mann, Jackel, Pederson, Walters, Erickson, Larsen and Graham.

R. P. Davis, chief clerk at Brooklyn yard office, is temporarily doing some special work for the freight traffic department in the Pacific Building.

O. F. Shannon, agent, Cascade Summit, has taken a 60-day leave of absence and is sojourning in and about El Paso, Tex.

Bertha Fountain and Agnes O. Forbes, formerly of the calculating bureau, have been transferred to the division accounting office and are now under the jurisdiction of R. P. Reifschneider, division auditor.

G. C. Larsen, junior clerk in the superintendent's office, who has been absent for some time on account of illness, is rapidly recovering and expects to return to his work and duties in the near future.

Iris A. Birlew and L. T. Horlacher, stenographers in the superintendent's office, are enjoying their vacations locally.

With the opening of the fishing season, April 15, we are anticipating a renewal of the usual fishermen's gossip from our renowned followers of this pastime throughout the division. Though the season is yet young, E. C. Smith, chief clerk at Portland Park Street Freight Station, has departed for a few days' fishing in the vicinity of Oakridge, on the new Cascade Line.

Volley ball team of the Motive Power Department which won first place in the General Office league series recently concluded. Left to right—Eddie Carter, Gene Egan, Lou Hampton, Norman Passur, captain; Vincent Monaghan, Vic Mrowca and Jack Coll. Ben Leaman, manager, is not in the picture.

Western Division

By L. L. BRENNER

Supt. Office — Oakland Pier

As has been stated in these columns many times before, no issue of our Bulletin is complete without a word or two regarding the Western Division's most talked-of person, Bill Williamson. Therefore, we wish to announce that Bill has decided not to be a candidate for Mayor of Oakland, despite the encouragement of his host of friends. Guess that Bill is in earnest all right, as he recently divorced himself from the noise and rumble of the big city to go and live a quiet and peaceful life amid the cows, etc., of Albany, where men are men and streets are hard to find.

Miss Naomi Hildebrand, our comptometer supervisor, gave a delightful bridge tea at her home in Piedmont recently. Jim Minor of Elsie Skilling, who has left the service of the company to take up the duties of housewife. A number of young women from the superintendent's office and other branches of the service were in attendance.

We wish to extend our congratulations to Mr. and Mrs. Herbert Spencer over the arrival of a lusty seven-pound boy in the Spencer household.

E. E. "Cornbread" Benford, the office fashion plate, is sporting some more new raiment these days which gives rise to the rumor that he is soon to become a benedict. How about it, Gene?

A. Thurlow, foreman in the passenger yard, for the past 30 years, was retired, on pension, on April 1. A farewell banquet was tendered Mr. Thurlow at an uptown cafe recently and was attended by a number of officials of the Operating Department and a large number of his personal friends.

Earl Russell, assistant M. of W. timekeeper, is at present on an extended leave of absence, due to illness. Harry "Tiny" Reite, Jerry Garroutte's erstwhile co-worker in the Insurance Department, has taken Earl's places as chief of staff to Gilbert Hill in helping control the Mexican army that patrols the tracks on the Western Division. Clarence Herwig has moved up to the position of assistant insurance clerk in place of Harry Reite. However, this in no way affects Clarence's position as "interpreter" for our Mexican employes.

Harold W. Humphrys, fireman on this division, was married during April to a charming young lady from Mt. Eden. Seems like this was a romance of the little red schoolhouse. Yes, the present Mrs. Humphrys used to stand in the doorway of the classroom and wait for Harold's train to go by. One day, however, he only went as far as Mt. Eden, where he "signed the register for life." Congratulations.

We wish to extend our deepest sympathy to William Cooper, our 8055 clerk, over the death of his mother, recently.

A. Meyer, roundhouse foreman at Suisun, was confined to the General Hospital in San Francisco, due to illness last month, and we are pleased to see him back again on the job.

We hear that Jack Manrow, engine hostler, still thinks that Oakland will win the Coast League pennant this year.

E. F. Smith, the office baseball bug, has taken a month's leave of absence to visit

MOTIVE POWER TEAM WINS TITLE IN VOLLEY BALL LEAGUE

Playing through the regular series of volley ball games with the 10 departmental teams entered in the general office tournament, without a defeat, the boys of the Motive Power team walked away with the championship. The series produced a number of spirited contests and in the play-off games between the Fuel Bureau and Motive Power teams, one of which was won by the fuel team, a number of close decisions added to the intense rivalry. Much credit for the showing of the champions is due the generalship and fine work of Captain Passur. A total of 108 points were scored against the Motive Power team during the league series, or an average of only six points per game.

his home in the east. His place is being filled by J. E. Lenihan, assistant car department timekeeper, who in turn is being assisted by Lauren Herring, clerk in the Car Repairer Meehan's office in West Oakland.

Jerry Garoutte is bearing up bravely during Smith's absence and he states that when Ed returns his (Jerry's) rear will be resumed with all of its former zest.

It is rumored that Frank Truzzett, crew caller whose stage name is also (George Dayton), is spending his week-ends in Sacramento lately. Guess that it won't be long now.

"Sir" Harrie Gomez, the handsome lad from the district auditor's office was a visitor at Oakland Pier last month.

Yes, friends, Willie Nolan's new moustache is doing nicely, thank you.

Miss Laurena Wyatt, of the comptometer bureau, has returned to her desk, after being absent, due to illness.

The many friends of Arthur Christianson, ticket clerk at Sixteenth Street, are glad to hear of his promotion as city passenger representative in the Passenger Office at Oakland. Art's old cronies will miss him greatly at his old place in the ticket office, but we are more than glad to see him advance and we are sure that the same quality that mastered themselves here will stand him very much in his new job.

Dust is flying fast and furious at Sixteenth Street in preparation for a busy summer, and summer excursion tickets are being taken from their hibernation and put through the cleaner to give them a grand start. The passenger directors are getting their brass buttons polished up and the ticket clerks are also getting their hair trimmed, etc., for the gala event.

Mrs. Jamieson and Mrs. Olson, station matrons at Sixteenth Street, are also getting in readiness for their tour of Southern California for a well-earned rest. We hope that they will not linger too long in the vicinity of Hollywood, where those "movie sheiks" might tempt them with offers to join the picture colony. We hope they will come back safe and sound.

This was overheard around the division recently and it is really too good to hold back, so here goes: Time and place, on bus from Myrtledale Springs (Oaks training camp) on day of excursion to visit Oakland club. Conversation of man sitting in front seat with driver: "I can't see why the Oaks keep a man like Blank. He is entirely too old to play ball, and besides he has finished his baseball days long ago and should be let out. They surely can find a better man than him and I can't figure why the team keeps him any longer." For awhile the conversation ran thusly. Finally: "What do you think of him, driver?" "Well," he replied, "I like him pretty well, for he happens to be my brother." Just then someone wondered why it took so long to reach the station at Calistoga.

Cy Collins is filling the vacancy in the 8955 bureau caused by Clarence Herwig moving to insurance desk.

Hurl R. Free, transfer clerk at Kirkham Street for the past ten years, died suddenly April 4 at his home, where he had lain down for a nap. Mr. Free enjoyed the respect and goodwill of the entire force at Kirkham Street, and the deepest sympathy is extended to his bereaved family.

Car Clerk Edwin R. B. Finnie, of Kirkham Street, returned with a broad and rosy smile from his vacation spent in Los Angeles. Bob says he had very little opportunity on this trip to exercise "Scottish prudence." He did, however, manage to occupy the front seat of the coach next to the diner, thus saving all the shoe leather possible in going to and from his meals. It also appeared that Harold Bailey, that dashing young bachelor from the accounting department, was taking his vacation at the same time, as he accompanied Mr. Finnie as far as Los Angeles. However, on reaching Los Angeles, Bob gave Harold to understand that he was too young and inexperienced to travel with him, and poor Harold had to go and see the elephant all by his (lonesome)?

Transfer Clerk Raymond R. Toole is confined at the Letterman Hospital in San Francisco.

File Clerk Ewald R. Hoffman, of Kirkham Street, looks quite respectable with his new "shell rims." Yes, "Wally," the girls all now say you are 100 per cent irresistible.

STATIONERY STORE

The stationery store has been under quarantine for measles.

Through efforts, Miss Ruth Neitzel, although one eye was rather discolored and swollen from a skating party accident, held down seventh position.

Just as soon as the ban is lifted and all employes are back on the job, Mr. Plank's baseball team, composed of a gang of woulda be and broken down athletes, intend to trim the ink squirters' team of the district auditor's office on Annex No. 1.

Margaret Atkins will be the official rooter for the stationery nine and is spending her noon hours and spare moments exercising her mentions vocal cords for the big game. Tom Herrick is making arrangements with Fred Franke and his loud speaker to be on deck. Arthur Smith suggests all deaf spectators can leave their ear trumpets at home when Fred is around.

Ruth Neitzel and "Windy" Herrick are after the Idora prize for the best skater.

What's the matter with "Guerra"? There is not so much buzzing around his desk by the women folks. Some say that the boss, the office boy, has something to do with it. Understand, Roy is a brother to Ed's intended.

William Beall, chief clerk, is surely having a good time of it, since the measles struck the stationery store.

Some say the news that the stationery store is to have a new building at Seventh and Bay Streets had something to do with the measles and flu epidemic.

Foreman Smith is very busy nowadays, inspecting employes at present and not stationery, to see if any red spots appear, to give the fellow the run-out powder.

Dennis Sherman has been appointed manager of the stationery store baseball team and "Little Joe" captain.

Sam Gardiner, the man of few words, has taken a leave of absence to visit his folks in Farmington, Utah. Some say he has a "red-haired maiden" on the string.

Ed Siebert, our shipping foreman, is singing since the measles took his helper away, but cheer up, Ed, your vacation is coming and then to Los Angeles to the "only one."

A LUCKY GUESS

Because he was a good guesser, C. P. Hall, of the Pacific Fruit Express Company at San Francisco, won a free 24-hour 25-mile trip in a Hertz Drive-ur-self car. He came the nearest to guessing the number of identification key rings placed in the motor company's office window on Market street.

Los Angeles Shops

By BERT REAM

Roundhouse — Los Angeles

Engineer W. E. Lash has announced the purchase of a new Nash Ambassador sedan. Some class to the Lash riding in the Nash. No?

The infant son of Fireman R. J. Carroll passed away on March 21.

Engine Dispatcher C. M. Thorne, who has been on the sick list for the past five months, returned to his desk on March 23.

Well, Hathaway is at it again this year and hopes to win the city baseball championship. He piloted the S. P. team through the city tournament last year, losing the championship by a score of 2-1 to the E. M. Smith team. All players from last year's team have answered the call for this year, with the exception of Vernon Le Strange, who is in Oakland. The lineup so far looks like, Riggs, pitcher; J. Wagner, catcher; Veith, first base; Hathaway, second base; Harrington, third base; Nagel, short; Grey, right field, and Goodwin, center field. (Paul Le Strange should also be included as pitcher.) The left fielder's berth is still open at this writing. We hope to see the boys make the grade this year and bring home the old bacon.

Several of the store department are still wondering why John "Pinky" Cochrane, their genial assistant store agent, didn't spend last New Year's Day in San Francisco, as originally planned. Cochrane, A. J. Lafranchi and J. Milazo, also of the store department, started out for San Francisco on December 30 and arrived in San Jose the following morning. Lafranchi and Milazo proceeded on to 'Frisco, where they were to meet Cochrane. They waited about two hours and then gave up the ghost, as was rumored that a certain San Jose citizen had his night shift changed to days. However, "Pinky" refuses to make a statement other than to attribute his success with the women to his titian-haired mustache.

Jerry O'Donnell, purchase requisition clerk, has been off for some time with an attack of blood poisoning. Jerry, who normally weighs around the 200 mark, says the disgusting part of it is that his clothes won't fit him anymore. However, he is rapidly rounding into shape and we expect to see him back on the job about May 1.

E. H. Dixon is filling Jerry O'Donnell's No. 12's and is doing a mighty nice job of it. "Dickie" gets along fine with everybody, especially the ladies.

George Huber, foreman of Store No. 1, and L. A. Geiss, store agent, both agree that they saw enough of Calexico when they went down with the S. P. Square and Compass Club, to last them for a long time.

Engineer P. C. Kornder has put in his application to join the "Drug Store Cowboys' Club." Pete recently shaved off his mustache and came strutting down to the office and nobody knew him. You can imagine the shock it gave us as this third eyebrow has adorned his smiling face for the past 20 years.

Engineer M. H. Deasmore, chief engineer of Division No. 5, B. L. of E., who was elected delegate to the Engineers' National Convention, to be held in Cleveland June 6, will depart on his trip the night of May 20, accompanied by his better half. Maurice has mapped out a dandy itinerary and expects to be gone about 60 days.

Engineer W. E. Stoermer and Fireman E. H. Lay were appointed the delegates from this division to attend the convention of the International Railway Fuel Association, to be held in Chicago from May 10 to 13. They departed on their journey on the evening of May 1. Engineers C. L. Ketchum, O. H. Verdick, S. Wood, W. C. Gordon and C. W. Enz, and Firemen F. C. Quay, V. T. Blanther, B. Hamilton and E. B. Beers received honorable mention in the order named.

Engineer W. N. Meadow, whose picture appeared in the Bulletin a few months ago on one of his fine horses, suffered a broken arm April 4. Bill was fooling around with his prize "speckled" baby when suddenly said baby let go with booth feet. As a result Bill had his arm broken in two places, his shoulder badly bruised and a horseshoe imprint on his "dome." We are sorry Bill got hurt in hope the newly-acquired horse shoe will bring him better luck.

Charles A. Tupper, known among the railroad folk as "the gentlemen conductor," passed away in this city on the morning of April 5. Mr. Tupper was retired on pension last December, after 39 years' service with the company.

Machinist Andrew W. Kane also died April 5, after making a vain fight for his life. Several of his brother workers gave their blood in a final effort to save him. Machinist Frank Mason gave two pints, Machinists E. Parents and A. E. Hoffman each gave one, as did Airbrake Foreman H. Davis. Mrs. Kane also gave two pints of her blood. Andy had been on the sick list for the past 18 months with stomach trouble. He first entered the service of the company in 1910.

Fireman L. J. "Levi" Franklin got big-hearted a couple of weeks ago and purchased the "sweet-woman" a brand new Ford sedan. Am just wondering if the "Hollywood Tires" that it came equipped with, has anything to do with his new acquaintances out that way?

Engineer Bill Moore and J. W. Stevens, who have been on the sick list for the past several months, are reported as about the same, improving very slowly. Bill has been laid up with a bad attack of rheumatism and Joe was bedfast with pneumonia and high blood pressure.

Two or our Los Angeles division engineers, C. L. Jacobson and W. M. Byrne, are candidates at the primary election, to be held on May 20, for office of conciman from the Thirteenth District. Both are very well known for the splendid work that they have done in the past, both in railroad work and in the political field. Mr. Jacobson was local chairman for several years of Division No. 5, B. of L. E., and is the present incumbent. Mr. Byrne held the position of local chairman for the firemen until his election to the Assembly from the Sixty-sixth District, when he resigned to devote his attention to those duties. He has filled two terms in the Assembly and at the last session was elected speaker pro tem. There will be six in the field but when the ballots are counted I am sure it will be Jacobson and Byrne to run against each other at the final election, to be held on June 7. Keen interest is being taken by everyone in this election, as a majority of the "rails" reside in this district.

They say Camels have a hump in their back and you will, too, if you smoke them. I see Chief Clerk C. F. Wadal is indulging. Better be careful, Charlie; you heard that song, "Shake That Thing," didn't you?

Somebody told H. H. Carrick, our shop superintendent, that if he got his teeth all pulled out, he would lose some of his surplus obesity. Well, he did, because he couldn't eat anything and worst of all he had to refrain from his usual Climax.

EXTRA! Miss E. A. Scott, clerk to M. C. R., has advised us that she desires to dispose of her late model machine. No, not her sewing machine, her Maxwell. It will be awarded to the highest bidder on May 15. All bids are to be sealed and mailed to her at the Los Angeles shop offices. The machine is in Z-1 shape and recently had a new coat of paint.

A few of the engineers of Coast Division who partook of the barbecue recently held at Mission Bay roundhouse. The men gathered around the pit are, left to right—Engineer G. W. Ryan, one of the chefs; Engineer W. Jones, Engineer W. S. Corbin, Engineer F. B. Bishop, Engineer W. H. Thompson, another one of the cooks; Clerk R. J. Robinson, Fireman F. J. Casdehun, and Everett Tooker.

SWIERSKI A TRAPPER

Though it is not generally known, among the many qualifications of General Yardmaster F. V. Swierski, of Sparks, he is also somewhat skilled as a trapper. Fred had never enlightened any of his co-workers on his ability along this particular line until recently when he, as General Yardmaster (consisting of Herder G. N. Hammersmith) in pursuit of his quarry. The said quarry consisted of a few migratory birds which had stopped on their flight north to rest in the Hospital grounds. Upon being told that the birds were resting under the bushes, "Swiski" obtained a large box, propped it up, tethered several hundred feet of string, attached it to the box, then scattered a few bread crumbs directly underneath the box. Prior to the snare, it being necessary that he act quick, he pressed Herder Hammersmith into service as the string puller, and being unable to coerce any one else to assist him, and, as the birds did not enter the snare fast enough (bone having gone near it after they had observed the coarse methods of these two famous trappers), General Swiski proceeded to round up the birds and herd them into the trap. The quarry, having the approach of the mighty trapper, proceeded to lead him around the whole of Sparks yard, finally taking to wing in front of Depot Inspector's residence, leaving General Swierski standing open-mouthed wondering why the hasty flight.

STATIONERY STORE WINS

The Stationery Store All-Stars baseball team defeated the Oakland Pier Baggage team, 20 to 8, on April 15. The cool-headed pitching of Paul "Jumping Jesse" Allende was a delight to the fans' eyes, allowing eight hits and struck out 10 men. Any team wishing games can get in touch with D. Sherman or J. Segale, West Oakland Stationery Store.

Following is the lineup of team: Guerra, catcher; J. Segale, first (captain); V. R. Plank, second; Gavello, shortstop; Dorrett, third; Sutherland, right field; Mulcahy, center; Hynes, left field; Allende ("Beans"), pitcher. Substitutes: Rathmell, Pean, Norris and Sherman, manager.

Presenting the "live wire" station force at Riverside. Left to right—J. P. Salazar, warehouseman; Roy O'Neel, operator-clerk; S. R. Davies, cashier; and Chas. A. Kemp, agent. Salazar and Davies always have their nose to the ground for freight and passenger business and both of them have been consistent point winners for Los Angeles Division in the employes' business getting campaign.

Volley ball team of the Car Record Office which was runner-up in the girl's volley ball league at the General Office in San Francisco. Two defeats were handed the Auditor of Disbursements and Freight Accounts teams, and one to the Valuation Department team. Two times the team lost to the Freight Claims girls, who are heading the league. Left to right—Myrtle Lyndberg, Marce Wallace, Evelyn Plomgren, Beatrice Richards, Merle Betts, Mary Kenny, Della Edgeworth and Kathleen McDermott. Members of the team not in the picture are—Anness Slater and Dorothy Turnbull.

Salt Lake Division

By G. L. SNIVELY

Superintendent's Office — Ogden

Harry W. Myers, formerly superintendent's secretary on this division and later secretary to Mr. Ahern, has been recently appointed superintendent of Interstate News Company, with headquarters in Chicago. In eighteen months Harry has rose from secretary to vice-president, to his present position. We all join in wishing him more power.

Mrs. Askew

Miss Mary Flinnders, messenger, became the bride of Homer Askew of the General Hospital Staff, March 30. Miss Edith Stone of the telegraph office acted as bridesmaid. There is evidently a bit of romance attached to it. A few months ago Mary left for the hospital to undergo a minor operation and when she came back we couldn't help but notice that her smile was spread a little more than usual. They will make their home in San Francisco, and, prior to their departure, a breakfast was served in the depot dining room to a small group of intimate friends.

Since Mary got married Roy Butcher, our mail clerk, appears very downcast. "Butch" has been observed of late gazing abstractedly out of the window and at intervals giving vent to deep, painful sighs. At other times he hums "Oh What a Pal Was Mary." We have tried everything, but 'tis of no avail. Never mind, Butch, look around and you will find another one.

All of the other divisions have related the condition in which their timekeeping representatives arrived home, now we want to tell about ours. Mrs. Bartonek has been after Frank for many years to have his picture taken, but he never would. Either the earthquake frightened him or he didn't expect to survive the fast life they led him at San Francisco, because he had his picture taken. Possibly Magers, of Tucson, or Roberts, of the Portland Division, can enlighten us on the subject.

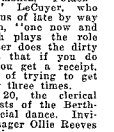
From a reliable source we have it that Fred Hollingsworth, general foreman's clerk, in going through April Bulletin, found Miss Pearl Whitsett, of Valuation Department ball boy ball team, very easy to gaze upon and he immediately penned her a note. Now, we hate to see Pearl mislead, so we must tell her the true state of things: Fred is minus six front teeth, drives a secondhand flivver and is a married man with six children. Pierre is out for yourself, Pearl.

Thursday evening, March 17, the regular semi-monthly meeting of the clerical forces devoted to educational and amusement features was held at University Club, Ogden. J. R. Beus, president of Weber Central Dairy System, was the special guest of the evening, and gave an interesting talk on farmers' transportation problems, farm economic system and scientific modern dairy methods. Ernest D. Adams, car distributing clerk, several numbers, accompanied by Miss Alyce Wilson, and Miss Charlotte Griffin gave several piano selections. Henry H. James, trainmen's timekeeper, gave a short talk on "Contented Cows." Later in the evening a lunch was served of dairy products furnished for the occasion by Weber Central Dairy. This was the second successful party given by the ladies' entertainment committee, of whom Edna Weaver acted as chairman.

March 7 the Ogden mechanical supervisors held their regular business meeting at the Potter Cafe. This was the largest meeting on record, there being 95 per cent of their membership seated around the festive board. Business was transacted during the meal period and the balance of the evening was devoted to entertainment and short talks.

We wish to present this month, "Potash" Newey and "Perlmutter" LeCuyer, who have made themselves famous of late by way of the time-honored system, "once now and two on pay-day." Potash plays the role of solicitor, while Perlmutter does the dirty work. We would suggest that if you do say business with them you get a receipt, as they have had a habit of trying to get their pound of flesh two or three times.

On Wednesday, April 20, the clerical forces were again the guests of the Bertsanna management at a special dance. Invitations were issued by Manager Ollie Reeves to the clerks and their ladies.



Lee Lash

When Elinor Glyn made her recent survey of possessors of "IT," she overlooked her hand, according to the girls, and left out our amiable friend, Lee Lash. Lee, once known as the Baron Munchausen of Salt Lake Division, is now head clerk of M. of W. Department, at Bakersfield, but the ladies want it known that they merely loaned him, with all rights reserved. Lee's screen test appears elsewhere in this column.

As long as Engineer T. J. Cole was on the main line everything was serene, but when he got on the job things didn't move fast enough to suit him, so the other day he appeared in a big new Buick. As someone has already said: "It's like pouring gas down a sink."

Notwithstanding all ground hogs to the contrary, spring is here. Among those developing the well-known symptoms is Firmin Droesbeke, the pride and joy of the file bureau, who has been very inquisitive of late on matters pertaining to matrimonial expenses. As Jimmy James says, "Firmin, it's the first cost, Firmin, it's the upkeep." For the benefit of the others we would advance the maxim: "The less carats on her fingers, the more in the soup."

Mrs. Ethel B. Curry, wife of Operator Wm. R. Curry, at Sparks, died at a hospital in Reno April 2 after an illness of several weeks. Funeral services held at Reno were attended by many railroad people, both telegraph operators and train dispatchers, with whom she was at one time affiliated, presenting beautiful floral pieces. Mrs. Curry leaves three children, besides her husband; also her mother, Mrs. J. M. Morris of Reno; three sisters, Mrs. R. H. Roberts of Reno, Mrs. E. J. Mattingly of Elko, Mrs. C. F. Banish of Eugene, and Mrs. J. A. McCord of Hardtner, Kansas; and a brother, L. R. Norris, dispatcher at Sparks. Several members of these families are connected with the railroad.

Not to be outdone by the rest, H. J. McFarlane, sometimes called the Scotch bard of the accounting department, announces the arrival of Horace, Jr. There was a time when Bill Burbidge was looked up to, but Bill is commonplace now.

Earl C. Moore, fuel clerk, has been chosen to attend Chicago convention this year. "Oil" is a hard worker in the cause.

"Rummy" Rogers

If there is anyone who has bought more gold bricks or city halls than R. E. "Rummy" Rogers, let him step forward and prove it. Every time "Rummy" rises down to San Francisco the Market Street boys mistake his deep-sea-going gait for a barnyard stride and try to sell him the Golden Gate. Well, as long as they won't present him with the keys to the city, he has to bring back something to show he was there.

Due to recent changes in the office, H. H. James is now M. of W. clerk, Ray Dowdell is 208 clerk, A. E. Forbes is third trainman timekeeper, John Kennedy goes out on the line, A. V. Harris is A. R. A. clerk and R. H. Butcher succeeds him as messenger. Eric Wilcox has taken over Butcher's duties as mail clerk in superintendent's office.

NEWS FROM SPARKS

Corporal D. Griffin has been off sick. We hope for an early recovery.

We hope the next time Sanford sees any more deer he will not tell the boys they are deer. They know different.

E. Burns went to pick mushrooms. When he returned they were identified as dandelions.

Yardmaster Streeter wishes to announce that he and Corporal Griffin are going to demonstrate another canoe exposition.

Yardman Barrett's dentist advised him all he needed to complete him look like Santa Claus was a beard.

Major M. T. Reed has been doing some fancy carolling, showing the proper use of the brake staff.

Bill Springer and the fish stories are interesting, but how large were the fish.

Flannery was given his diploma as an attorney.

Dan Fodrin has surely done everything possible in handling live stock. We now recommend that a temperature be taken of the animals.

The name of "Parker House rolls" comes from our yard clerk, "Parker."

The O. S. and D. meeting was well attended by the yard forces.

Tom Barrett, yardman, returned from Florida, with hopes that Florida never moves to Nevada.

Herder Hammersmith found a broken rail and took action at once to make temporary repairs until the section men arrived.

We hope the visit to San Francisco will do Delano some good.

Yardmaster Davis limped in with some skinned shins. How did it happen, Walt?

Nealy, our second trick clerk, still holds first place, and Bill Springer second.

The Doan brothers are surely making a good record, living like co-operation.

Sandeen commends the coast division for the non-error record and hope they wipe out the two nations known as the ink and eraser.

NEWLYWEDS AT S. P.

A marriage of interest to many Southern Pacific people at San Francisco was that of Miss Lucy Virginia Cary and M. R. Cochrell, which took place March 15. The romance began at Stanford University, where they met as post-graduates. Mrs. Cochrell is the daughter of A. B. Cary, vice president of the American Trust Company, and Cochrell is a ticket clerk at the Ferry Station. A honeymoon trip was spent in Southern California.

Sacramento

Freight Office

By Miss M. J. White

Bulletin Correspondent

The stork left a 7¼-pound boy at the home of Raymond Hencken of the store department. Mrs. Hencken was formerly Clara Ulrich, a popular comptometer operator in this office.

Victor G. Zito has been appointed clerk-stenographer to Assistant Agent M. L. Ballard, to fill the vacancy left by Emma Brisch, who resigned last month.

We have two Burt Franks on the payroll now—father and son. "Dad" is one of our popular industry clerks, and "Son" is just beginning his railroad career. At Twelfth Street he learned something about sealing box cars, and now he is with us, learning how to properly "chaperon" a hand truck through the freight sheds. Experts like Matt Haldron and Jim Sterndorff could give him a lot of pointers.

In line with our office policy of training the messenger boys in our organization to become clerks, William Peters has been assigned the position of junior clerk. He will make out freight bills and learn the rudiments of railroad accounting.

Every time we stop at the car office and see Myron King, transfer clerk, garbed in spotless white, like a surgically-clean young interne, we think of that beautiful old hymn, "Wash Me and I Shall Be Whiter Than Snow."

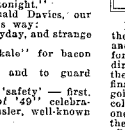
The Union Pacific Magazine, April issue, prints this:

"'Twas the night before payday, and all through my jeans,
I hunted in vain for ways and means.
Not a quarter was stirring, not even a jit;
The kale was off duty, the greenbacks had quit.
Forward, turn forward, O time in your flight, and
Make it tomorrow, just for tonight."

Ray MacDonald and Donald Davies, our two thrifty scots, put it this way:

"'Twas the night before payday, and strange though it seems,
Our jeans still held the "kale" for bacon and beans.
It was fastened securely, and to guard against the worst,
We had thoughtfully used a 'safety' — first.

During the last "Days of '49" celebration held here, Irvin E. Kessler, well-known chief inspector of the T. F. P. Bureau, set aside his tailored suit and white collar, and with true civic pride, donned overalls and let his beard grow. This picture shows the result. Because of the wide publicity and thousands of visitors this celebration brought to Sacramento, there has recently been some talk in Chamber of Commerce circles of repeating it next year, and at certain intervals thereafter to keep the old traditions alive. Next time it will be up to Ray Vernon, Mr. Kessler's genial assistant, to try on a beard impersonation of a hard-boiled citizen of the early days.



Irvin Kessler

We've been reading interesting travel articles written by a Sacramentan now touring France, but somehow we cannot picture any place surpassing the beauty of our own California in Springtime. Just visualize the scenic changes offered in a few hours' ride on the Sacramento Division from luxurious Tahoe Tavern over the mighty Sierras glistening in their blanket of snow—past tall firs and pines vividly green against the white background—then down through the sunkissed foothill fruit belt—mile after mile of pink and white gorgeousness—invigorating air perfumed with the odor of fruit blossoms; then through the Sacramento Valley with its carpet of green, purple and gold, in many sections the golden poppy brazenly defies the efforts of the truck workers and the rock and gravel to keep it away from the ties between the tracks. Scenery, plus the perfect cuisine of the dinner, the deference of ebony-tinted "George" as he politely suggests various choice viands, the gleaming silver, spotless linen—California offers it all.

Indoor baseball team of the Pacific Fruit Express Company at San Francisco which has started the season in preparation for the annual General Office League series. Insets are of Superintendent G. R. McIntosh, Auditor C. H. Weston and R. G. Herda, as t to vice president and gen. mgr., who took part in the formal opening of the first practice game. Members of the team are, back row, left to right—John Dougherty, Ed Plate, Frank Wilson, Herb Rickleffs, Fred McKay, John Jurus, Lee Rohling. Front row—Al Lyttaker, H. Levy, Bob Sturgeon, Les Arada and Stanley Stuart.

Sacramento Division

Bulletin Correspondents

T. A. Ryan — John Lothrop

Baseball burst forth in all its glory with the annual slugfest between the Bachelors and Benedicts of the Sacramento station forces. Although the Benedicts had made dire threats of revenge for past defeats, they were again completely outclassed, the final score going 19-8, the slugging honors going to Megerle of the Single Kids, who collected six for six. Each team suffered one casualty. Price, would-be catcher for the Benedicts, losing a finger nail for his efforts, and "Slip" O'Neil, the high-class chucker for the Bachelors, broke his glass arm in the first inning.

After the drubbing at the hands of the Bachelors, the Married Men became doubtful whether or not they had any ballplayers at all among them, and after much argument, the old men of the superintendent's office force and those of the accounting bureau met. After a more or less "excellent" exhibition of the national pastime, the game was awarded the cavorters of the superintendent's office, when the captain of the accounting team rebelled with the score tied, 28-28, in the first half of the ninth inning and called his men from the field and refused to resume the game. The matter has been referred to the board of arbitration for decision.

This game, although it did not settle the argument of the Married Men, brought forth the fact that Superintendent W. J. Hoff, who played first base and pitched, can drive a ball farther and run faster, we believe, than any 270-pound man, woman or child on the Southern Pacific Lines.

The station employes at Sacramento presented former Bills Republic Clerk Jack "Champ" Alloway, the young recruit of the Sacramento Ball Club, with a Gladstone bag and basket of flowers as a farewell at the opening game of the Pacific Coast League. "Champ" has apparently made good in his start as a professional ballplayer and has a large following of boosters among the Southern Pacific employes.

A surprise shower was given Miss Genevieve Tierney, comptometer operator, at her home on the evening of April 14. In keeping with the Easter season, the gifts were contained in a large Easter bonnet of orchid hue, and as Adah Asbill told us, the decorations consisted of "bunnies and eggs." The evening was spent playing Dutch whist, after which refreshments were served buffet style. Another pleasant surprise of the evening was the presence of Mrs. Leah Paleiter, nee Harter, former member of the comptometer bureau. Those present were: Maurie Fisher, Marian Cusick, Adah Asbill, Dorothy King, Violet Walt, Audra Zimmerman, Helen Taylor, Juanita Garner, Eunice Mills, Thelma Frayne, Marge Savage, Estelle Baumgartel, Dorothy Keating, Marian Pitman, Ethel Readman, Reita Irvine, Mabel Borland, Irene Booth, Alma Brendel, Iris Gardner, Carlie Seymour, Frances Taylor, Maucy Brust, Isabel James, Nell Bass, Charlotte Laugenour, Leonora Ulrich, Hannah Pulefier, Freda Albrecht, Laura Consiglieri, Anna Johnson, Edna Page, Melissa Moffitt, Alice Reeves, Audrey Hulbert, Mary Phayer, Hazel James, Margaret Stephens, Edna Blundell, Helen Giffen and Josephine Rossetti.

The bowling tournaments have been brought to a conclusion with the Southern Pacific in the City Commercial "A" League in second place. They were unsuccessful in their efforts to displace the Dante Club in finals. The S. P. Commercial "B" team had no difficulty in walking off with first place and took possession of the silver plaque offered as a trophy to the winners.

C. S. Greene, agent, Gridley, has been granted a 90-day leave of absence and is being relieved by W. A. Wenneson.

F. H. Wales, brakeman, injured sometime ago, has now been released from the General Hospital and has resumed service.

Miss Genevieve Rickard, of the district freight agent's office at Sacramento, recently announced her engagement to Ed. G. Wilcox, rate clerk, district freight agent's office, at Oakland.

P. F. E. OFFICERS HELP TO OPEN INDOOR BASEBALL SEASON

On April 12 Pacific Fruit Express Company employes at the General Office, in San Francisco, gave their indoor baseball team a rousing send-off for the season. More than 100 employes were on the lot in the rear of the General Office building, to witness a practice game between the regular players and a picked team composed of chief clerks and officers. The regulars showed fine form and defeated the picked team by a 20-to-4 score.

Fitting ceremonies were held prior to the game, Auditor C. H. Weston threw the first ball, Superintendent G. R. McIntosh being at the plate, and Assistant to Vice-President R. G. Herda was catcher, which position he also played with the picked team. After three attempts Mr. McIntosh knocked a sizzling foul down the third base line and the 1927 ball season was officially under way.

Much interest is being displayed by the P. F. E. ballplayers and fans, and it is expected that the team will be a likely contender for first place in the General Office League.

Help to Prevent Fire Losses

THERE are three points to bear in mind if losses we'd reduce: Fire is a friend if treated well, but it stands no abuse. To keep our fires within their bounds, our deeds with care we'd link. So when we make our daily rounds the first point is to *think*.

Think of the points where fire might start and take another look; *think* where we'd be if we permit a fire our job to cook; *think* of the tools and clothes we'd lose if we should have a fire. Of outdoor work in rain or snow, no doubt we'd quickly tire. *Think* when we put that torch away. *Think* when we want to smoke.

Keep our lockers clean each day, and when we want to poke that waste or trash in corners dark, use the waste can instead. And when our cigarettes we'd park, just try to use our head. The second point is also *think*. There're hazards here and there which simply take a little thought together with some care to do away with.

When lights fail no pennies must we use; just call the foreman and tell him to get another fuse. Sparks from cutting torches are hazard, and a pail of water should be kept around, to use it without fail if fire should start. For gasoline a *safety can* we need; with lacquers, volatiles and gas we must use care indeed. Round oil and paint rooms use our heads, nor at the hazards wink, for paints and oils will quickly burn. The third point is to *think*. For care results from thought in this as well as other fields.

Fire hazards will respond to care and thought; the man who yields to carelessness may get by for a while without a loss, but hazards which he overlooked or did not come across, may sooner or later cause a fire without a warning sign. The job that burns, just think it o'er, may be your job or mine.

W. S. WICKER